The Literary Digest

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

J C Leyendecker

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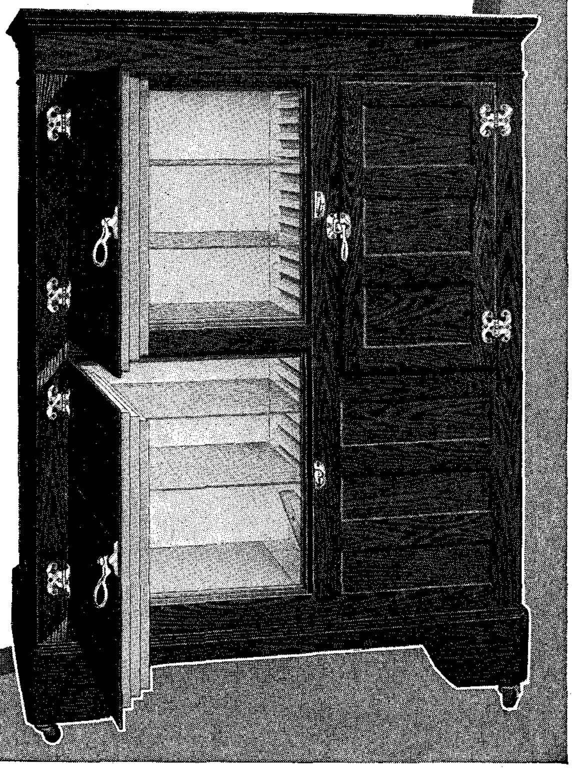

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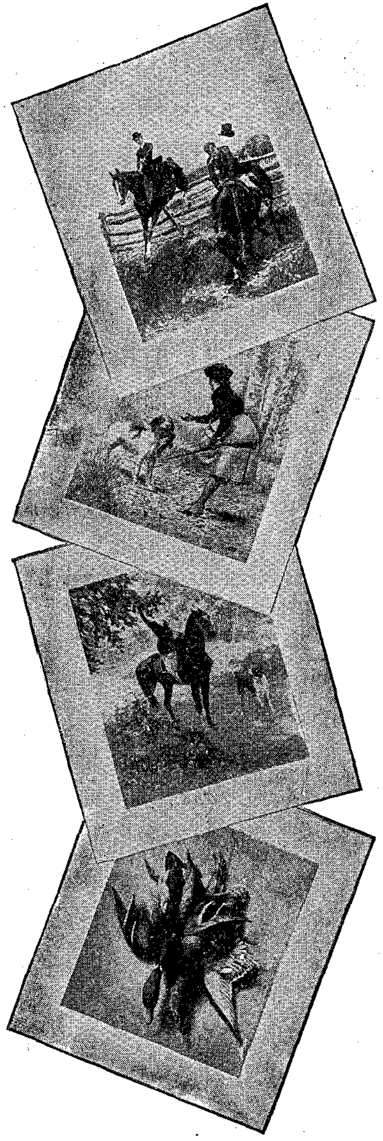

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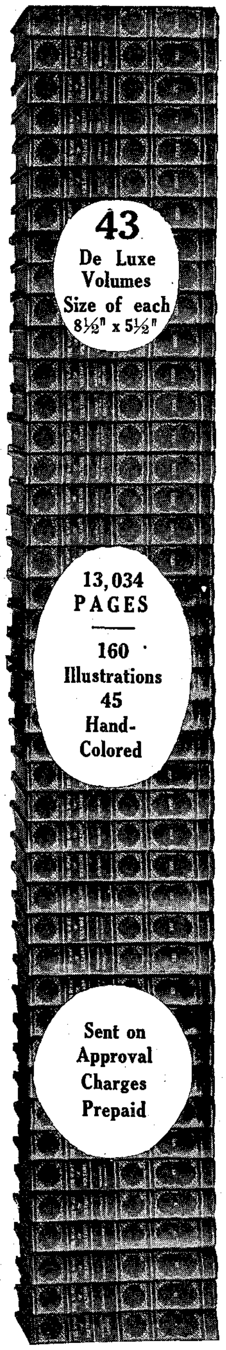

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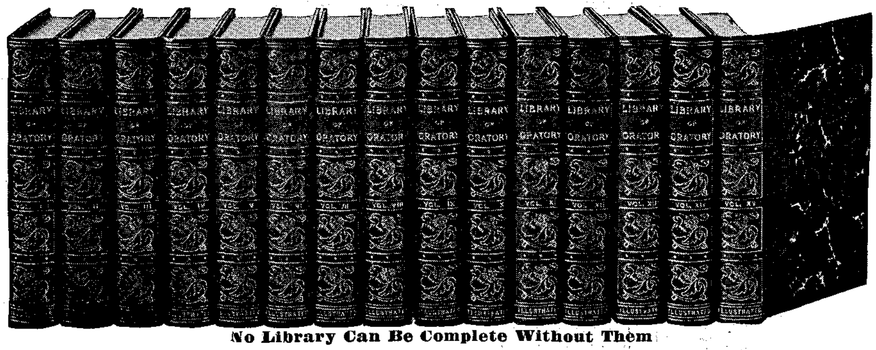

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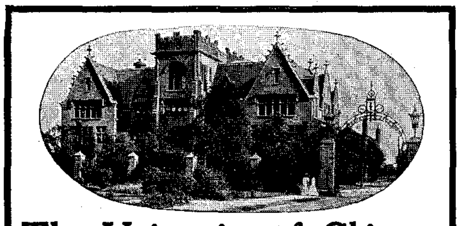

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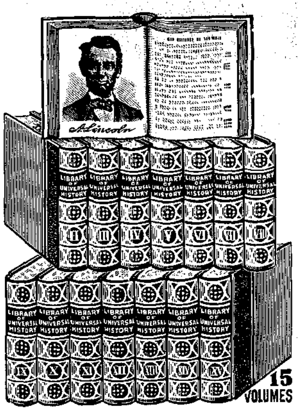

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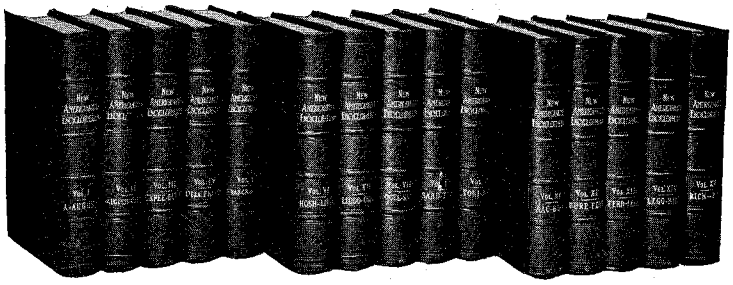

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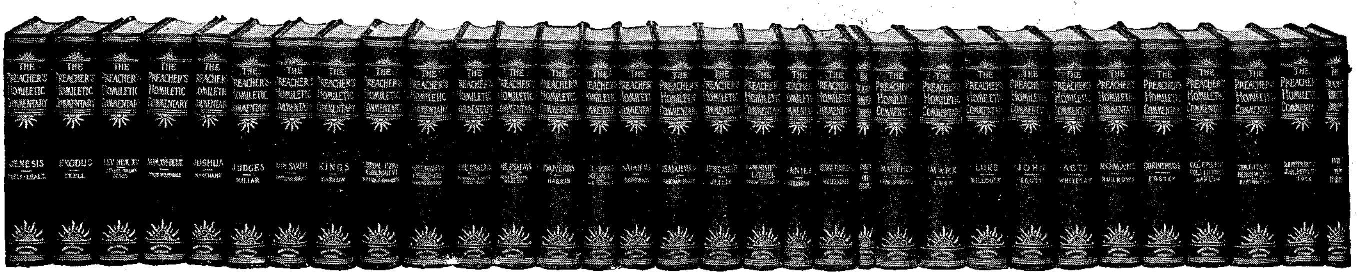

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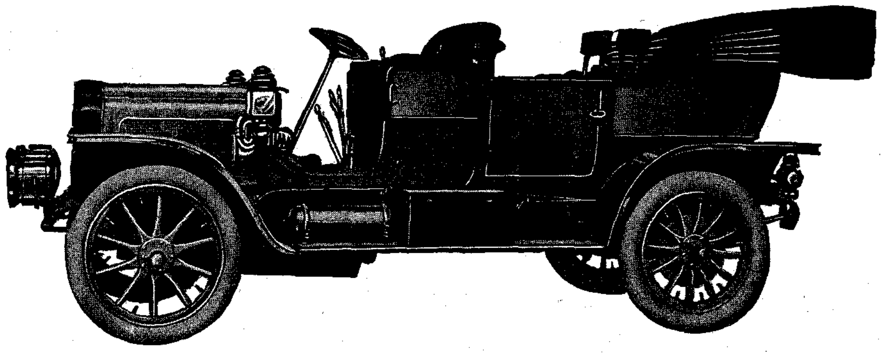

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VOL. XXXVIII., NO. 15 NEW YORK, APRIL 10, 1909 WHOLE NUMBER, 990

TOPICS OF THE DAY

THE DWINDLING AMERICAN FAMILY

IN the period between the first and the latest Federal census—1790 and 1900—the American family has shrunk from an average of 5.8 persons to an average of 4.6. Amid a mass of comparative statistics compiled by W. S. Rossiter, of the Census Bureau, it is this fact which specially challenges the attention of the country. Approaching the same fact from various angles Mr. Rossiter points out that were it not for this discrepancy between the average white American family of to-day and that of one hundred years ago the population of the United States would now number 20,000,000 more than it does. He also shows that the number of children under 16 years of age to each family in the Colonial days was 2.8, as compared with 1.5 in 1900; and that the ratio of children to women has been cut in half. There are many standpoints from which to view this subject, he admits, but "from one, at least, it may be claimed that the people of the United States have concluded that they are only about half as well able to rear children, at any rate without personal sacrifice, under the conditions which prevailed in 1900, as their predecessors proved themselves to be under conditions prevailing in 1790." The census officials are said to recognize a distinct connection between the reduction in families and the increasing movement of population toward the cities, since "the apartment-house, flat, and tenement-room do not encourage large families."

From Mr. Rossiter's pamphlet we learn that in the United States the ratio of white persons 20 years of age and over to white children under 16 has changed during the period under discussion from .78 to 1.58. For purposes of comparison we reproduce the following table showing what this ratio is in several representative countries:

RATIO OF ADULTS OF SELF-SUPPORTING AGE TO CHILDREN UNDER 16 YEARS OF AGE.

France	2.4	Italy	1.6
Ireland	1.8	Scotland	1.6
England	1.7	Austria-Hungary	1.5
United States (white)	1.6	Germany	1.5

A number of editors seem apprehensive lest these figures should stir up the alarmists on the subject of race suicide. Mr. Roosevelt, however, is on his vacation, and the editorial comment which has so far come to hand is monotonously optimistic. Distressing themselves over the empty cradle, says the Philadelphia *Record*, many readers of this census bulletin may neglect to give due consideration to the empty grave, but the death-rate, as well as the birth-rate, is decreasing. To quote further:

"Whether a decreasing birth-rate be due to the movement of population toward the cities or not, certain general facts are common to the civilized world. They are not peculiar to the United States. The movement of population in all civilized countries, all industrial nations, is toward the cities. Agricultural industries are dormant during a great part of the year; urban industries go on continuously. A very sparse population may subsist on hunting and fishing. A little denser population is obliged to till the soil. A much denser population must work with machinery to produce a subsistence.

"In all civilized countries the birth-rate is decreasing. This is true of England as well as of France, and it is true, tho in a less degree, of Germany, and it is true of very sparsely settled Australia as well as of the United States, in large portions of which the conditions of living are approximating to those of Europe. But in all these countries the death-rate is decreasing. The slaughter of the innocents is checked. Not so many babies are born, but more that are born have a chance to reach adult years. In a general way it is true of the European countries that those which have the lowest birth-rate have the lowest death-rate, and, conversely, where the most babies are born, there the most babies die."

Says *The Ledger*, of the same city, commenting along the same lines, but adding some interesting statistics:

"It is an acknowledged and obvious fact that the tendency of civilization, of increasing intelligence and thrift, is to limit the propagation of children. As a broad generalization, we may say that the higher the social development, the smaller the average of offspring. The largest families are found among the most improvident. And in this country, open to the constant immigration of people on a low scale of development, this is unquestionably a danger, since their more rapid increase may overwhelm the native stock.

"But when we talk about the diminished birth-rate, especially among the well-to-do, we are not to overlook the diminished death-rate and other facts which make for the restoration of the balance. It is believed by the most competent students that the average duration of human life has been doubled since the sixteenth century. Within a period for which we have trustworthy records the average longevity is shown to be extending at an increasing ratio. It was lengthened by about nine years during the last century; at present it is lengthening in Europe at the rate of 17 years per century, and in Prussia at the rate of 27 years per century. Those born have an increasing expectancy of life.

"This is primarily the result of sanitary and hygienic improvement, and some of the most important fruits of this are found in a diminution of infant mortality. If fewer children are born, the proportion of them that survive their first year is enormously increased. It is still true that vast numbers of the children born in poverty and filth die before they have fairly started upon life, and this is still a counterbalance to be remembered. Among the well-to-do classes with small families the children born have a vastly better chance of life, and it may be questioned whether the large percentage of them who reach maturity do not compensate for the fewer aggregate births. We need more exact statistics than the census supplies to answer such questions with confidence, but we

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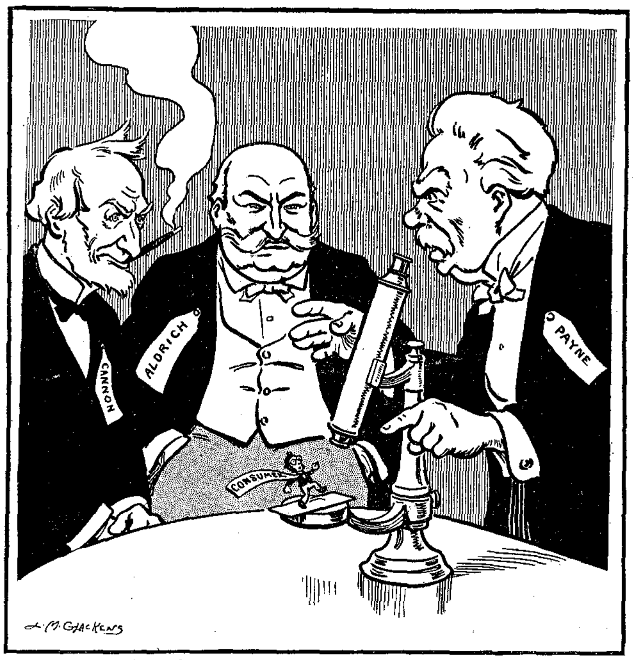
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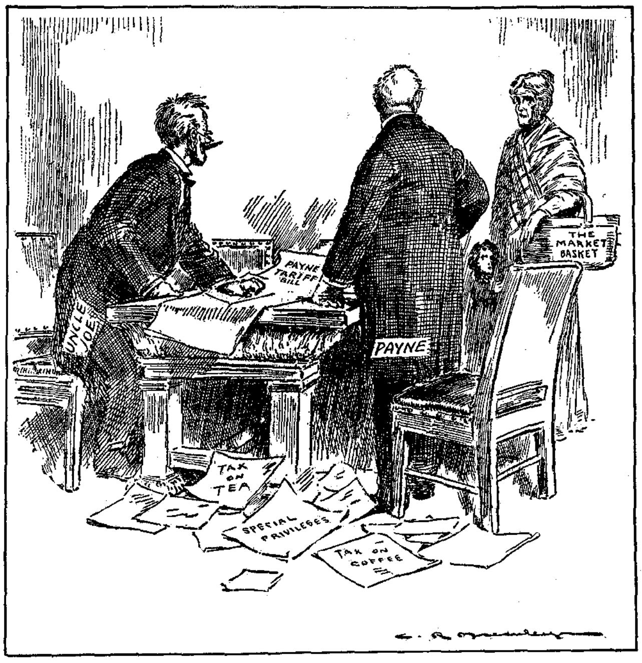
PROFESSOR PAYNE—"Gentlemen, I believe it is actually alive."
—Glackens in *Puck.*


UNCLE JOE
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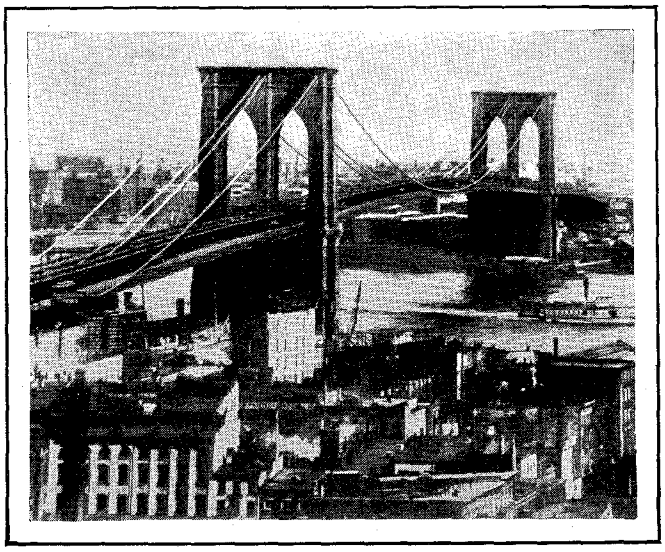
AN INTERRUPTION.
—Macauley in the New York *World.*

A NEW FACTOR IN THE TARIFF PROBLEM.

need not hesitate to assume that the restraint imposed by the responsibilities of parenthood and the increasing care over childhood is not without its reassuring compensations as concerns the national integrity."

CURING NEW YORK'S INSULARITY

PEOPLE who have long regarded New York City as a thing separate and apart from the rest of the country are gradually being forced to amend their ideas. It is no longer to be classed as a kind of detached urban free lance, or as a synonym for municipal insularity. As the press point out, for some years now it has been sending steel roots tunneling under the rivers to grip the Jersey and Long Island shores, and at the same time, it has gradually been extending one great arm after another across part of these waters for a more open and above-board friendship. Whether this is a deep-laid scheme of Father Knickerbocker's to filch reinvigorating sustenance from Jersey's virgin soil, or a benevolent plan to extend the benefits of his fruits to Long Island, the editorial writers refuse to say. They are a unity, however, in emphasizing the fact that New York City, with last week's opening of the Queensboro Bridge, is fast developing adequate facilities for bridge and tunnel transportation to and from the metropolis. There are now, completed, or about to be completed, four bridges and three sets of tunnels connecting New York and Long Island, and three underground tube systems to New Jersey.



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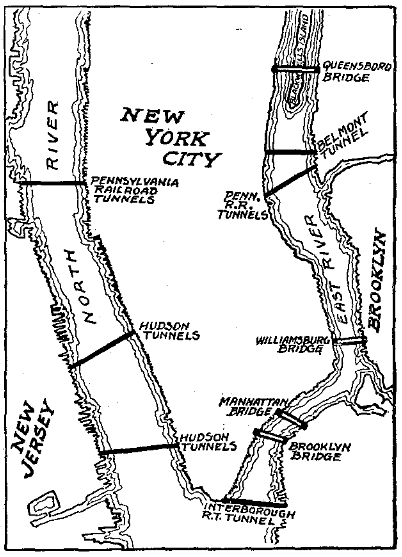
Brooklyn Bridge was opened in 1883, took thirteen years to build, is 7,580 feet long, and cost $14,750,000.

In viewing the construction and completion of the new bridge, the press writers bring out many points of interest.

"It is the first real outlet to the heart of Long Island," says the New York *Journal of Commerce;* while the New York *Tribune*, with a reproving eye on Tammany Hall, declares "it is only surpassed in length by one in Scotland, and as an engineering blunder by one that was in Quebec." The New York *World* also refuses to be reconciled to the great cost of the structure. "As it stands to-day," it comments, "the bridge is a costly and magnificent monument to official inefficiency."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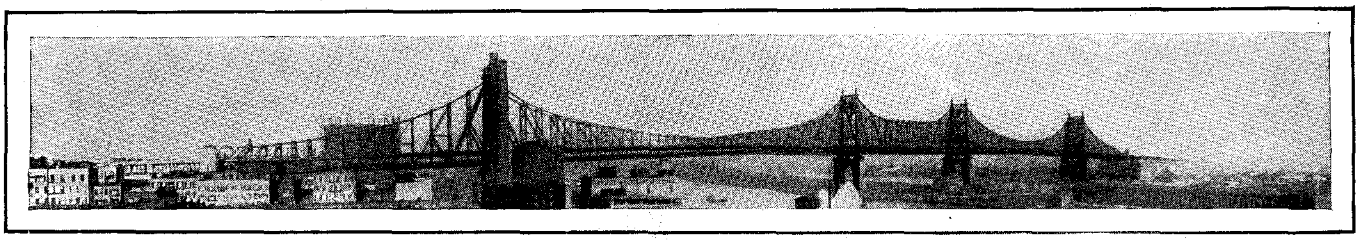
HOW MANHATTAN IS LINKING ITSELF TO THE NEIGHBORING SHORES.

The *Tribune* reviews this phase of the matter further:

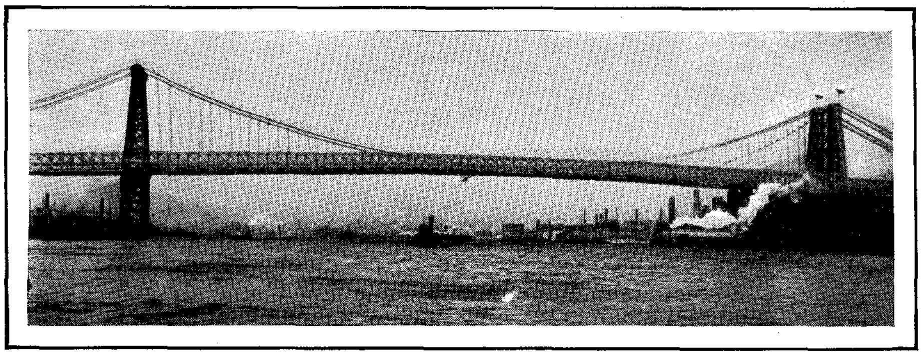
> "It is venial to spend $20,000,000 or so on a bridge that should cost about $10,000,000, because the bridge is desirable. A colossal blunder will be ignored and stupendous waste regarded with indifference, if the city 'gets much-needed facilities.'
>
> "Who of the crowd in Queens that welcomed the opening of the new Queensboro Bridge cared because the structure cost nearly



THE NEW QUEENSBORO BRIDGE WHICH WAS RECENTLY OPENED TO THE PUBLIC.
Its total length is 7,636 feet, it took six years to build, and cost $20,000,000.

twice as much as was necessary? Queens needed a bridge to Manhattan, and there was the bridge. What matter that it did not come up to expectations, that it did not provide the facilities it had been planned to provide, that it cost nearly twice as much as a bridge of its carrying capacity should have cost, that in an effort to make it stronger it was burdened with useless steel that had only made it weaker, that enough money had been wasted on it to build nearly half the Fourth avenue subway? There was a bridge. It was desirable. It was what the people wanted. It would get them to Manhattan more quickly and cheaply. The men who had built it were public benefactors. If they had constructed for $10,000,000 a bridge that had fallen into the river before it was opened, no words would have been black enough to characterize their blundering, their incompetence, their wastefulness. After an expenditure, let us say, of $20,000,000 on a bridge that should have cost $10,000,000, there are no words at all about blundering, incompetence and wastefulness."

A New York *Post* writer describes the new bridge as "the most conspicuous thing in sight" for miles along the river front. He goes on thus:



THE WILLIAMSBURG BRIDGE.
It was opened in 1903, took seven years to build, is 7,275 feet long, and cost $20,000,000.

"In the matter of gracefulness of proportion, the Queensboro Bridge is not likely to displace the Brooklyn or even the Williamsburg structures in popular estimation. Its curves are not as gradual as those of the suspension type; it does not sweep up and then down like its two companions farther downstream. From a distance its lines give the impression of power and tremendous strength. At close range this effect is proportionately increased, and, as the passerby pauses at the beginning of the approach to gaze upward at the first tower, a maze of red girders and beams is presented to view, stretching far out across the river, in seemingly aimless fashion. That is the cantilever's misfortune. Its construction, the principle on which it supports itself, is not so obvious to the layman as in the case of the suspension bridge. Out on the span proper, for instance, the labyrinth of steel appears even more intricate and confusing.

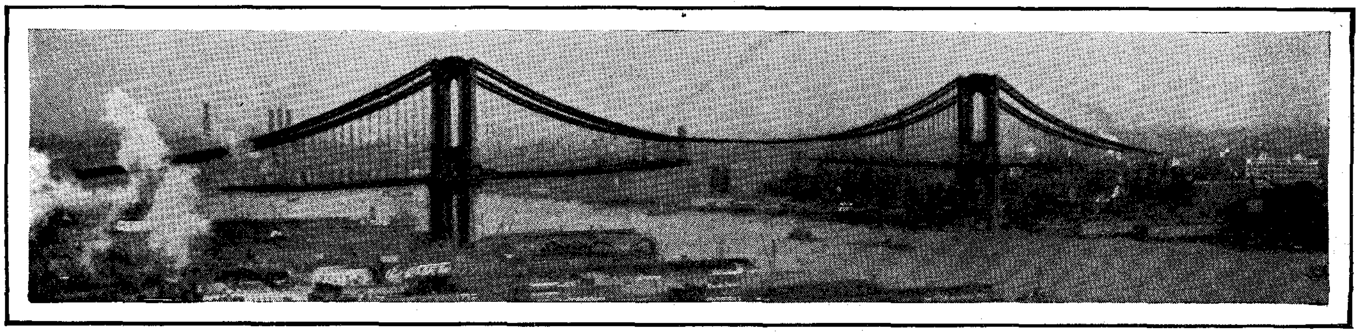
"Unlike the Brooklyn Bridge, the towers, of which there are four—two on Blackwell's Island, and one on the New York and Long Island sides—are of steel. They are 'rocking' towers. That is, they are constructed on a pivot so as to 'give' this way or that with varying strains. This is necessary because of the expansion of the steel in summer, and contraction in winter. Annual variation, it is said, is about one inch for every hundred feet. The piers on which the towers rest are built of stone, as are also the approaches, but otherwise the bridge is steel throughout. Consequently the expansion and contraction due to change in temperature must be figured in hundreds of feet."

The New York *Times* gives the main dimensions of the bridge, and compares it with the other great structures of its kind. We read:

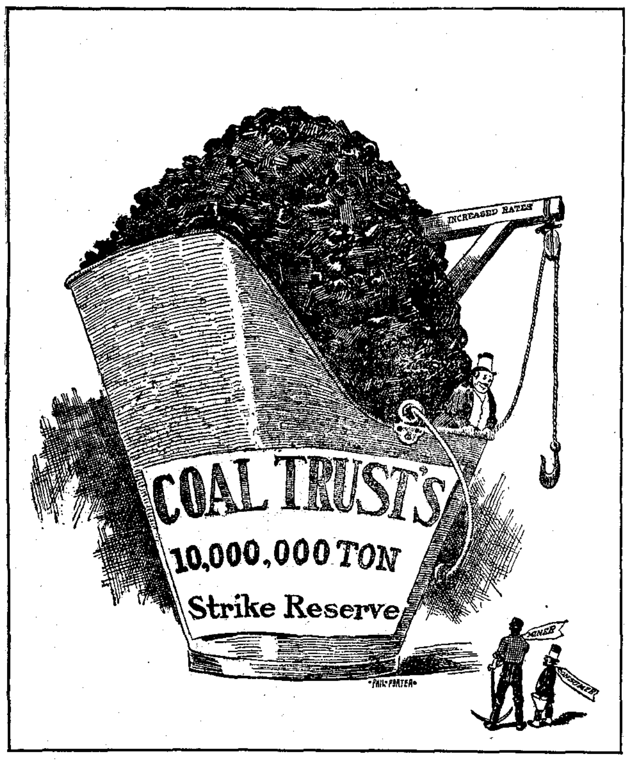
"Only three bridges with longer spans than the Queensboro Bridge exist—the Brooklyn Bridge, of 1,595 feet; the Williamsburg Bridge, of 1,600 feet, both of the suspension type, and the Firth of Forth Bridge, Scotland, of 1,710 feet. The Queensboro comes next, with 1,182 feet."

A writer in *Collier's Weekly* deals in more detail in the figures of the structure. He says in part:

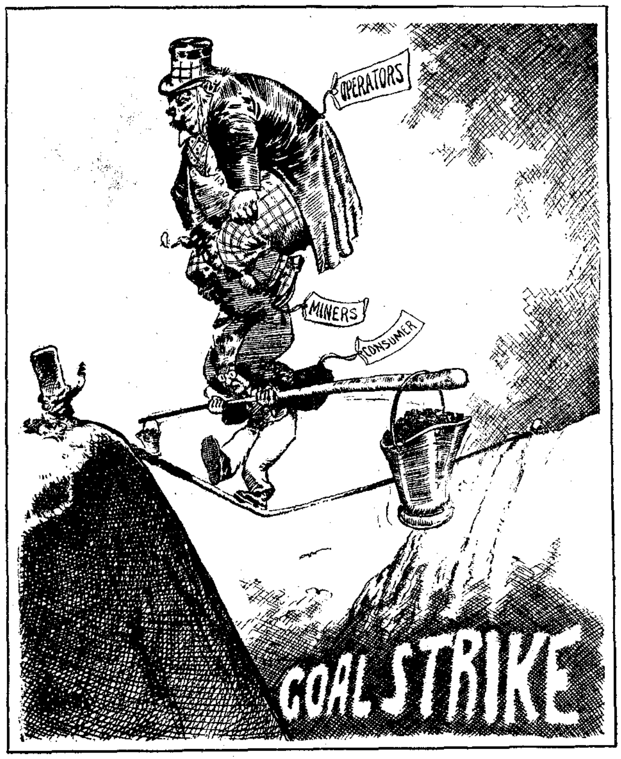
"Measured by the combined length and capacity of its five main spans, the Queensboro Bridge, across the East River from Fifty-ninth Street, New York, to Ravenswood, Queens, is the greatest bridge in the world. Including approaches, its total length is 8,600 feet, width 86 feet, and greatest height over 300 feet above the water. It crosses from shore to shore, 135 feet above the river, with three enormous spans of 1,182 feet, 630 feet, and 984 feet, the middle one reaching across the full width of Blackwell's Island. Besides these, there are two more great 'anchor' spans, one at each end, wholly over dry land, with a length of 3,724 feet for the five, which, together, contain over 105,000,000 pounds of steel. No other spans in this country, except suspension bridges, approach the longest of these, and the only trussed span in the world which exceeds it is the Forth Bridge, which, altho 1,710 feet long, has a capacity for only two railroad tracks, less than one-third of this. There are two decks, the lower one designed for a wide driveway and four electric-car tracks, and the



THE NEW MANHATTAN BRIDGE, STILL UNDER CONSTRUCTION.



BAER AND FOR BAER.
—Porter in the Boston *Traveler*.



STEADY.
—Williams in the Boston *Herald*.

THE ANTHRACITE SITUATION.

upper one for two sidewalks, and two elevated railroad tracks, and having, in all, an estimated capacity for 200,000,000 car passengers and millions of vehicles and pedestrians annually."

THE DECLARATION OF LONDON

Altho the latest naval agreement of the Powers contains no provision for sparing human life, its provisions for sparing merchandise will be, as *The Wall Street Journal* observes, "of enormous value to American commerce." The Powers have discovered, after all these years of needless pillage, that certain articles like soap, chalk, cotton, and varnish are not used to injure the enemy, and that no useful purpose is served by confiscating them when in neutral ships. So they are to pass unmolested. Mr. Huntington Wilson, Assistant Secretary of State, reports that the new list of articles to pass free in time of war comprizes goods of which the United States alone exports some $400,000,000 worth a year, and the list of articles conditionally free figure in our export and import trade to the extent of $900,000,000. This agreement is still to be ratified by our Government. The other Signatory Powers are Great Britain, Germany, Austria-Hungary, Spain, France, Italy, Japan, the Netherlands, and Russia. The main provisions of the declaration are outlined thus in a dispatch from Washington:

"The convention establishes three classifications for cargoes in neutral vessels, namely, 'absolutely contraband,' 'conditionally contraband,' and 'absolutely free' cargoes or parts of cargoes.

"This is the first time that the leading maritime nations of the world have agreed upon a list of articles which are to be absolutely free from seizure and which under no circumstances may be considered contraband of war. These articles are raw cotton, raw wool, silk, jute, flax, hemp, and other raw materials of textile industries, as well as fabrics woven therefrom; oleaginous nuts and seeds, copra, india-rubber, resins, gums, hops, raw hides, horns, bone and ivory, natural and artificial fertilizers, comprizing nitrates and phosphates susceptible of use in agriculture; ores, earths, clays, lime, chalk, stone, chinaware and glassware, soaps, paints, varnish, soap ash, caustic soda, sulfate of soda, ammonia, machinery used in agriculture, and many other articles which by their nature would not be of value in warfare.

"Absolutely contraband articles consist of arms and powder of every description, military equipment of every kind and character, and saddle-, draft-, and pack-horses.

"The list of conditional contraband articles is made up of food supplies, fodder and grain, gold and silver, coined and in bars, and paper representing money, air-ships and flying-machines, and articles which might possibly be used as munitions of war."

The Boston *Herald* says of this agreement:

"The general importance of the successful outcome of the conference lies in the fact that the recognized limits ot naval warfare have been narrowed. Heretofore there has been no authoritative international code. National policies have conflicted, and all commerce has been endangered. This conference has been but a beginning. At first it seemed impossible to harmonize the national interests which were represented there. It was predicted that nothing could be accomplished. But the 'impossible' has been accomplished. The war dogs have been put in leash. A permanent prize court at The Hague will be one result. Another international conference to perfect the initial conventions is another certain result. Each succeeding international conference makes another easier of achievement. International arbitration will not be reached at a single bound. But every new agreement between nations makes war less likely. Every limitation on the destructiveness of war lessens the incentive for fighting. The naval war conference is a step toward international peace."

MR. CRAZY SNAKE AND HIS WAR

Oklahoma is deeply pained, it seems, to think that anybody should suppose there was an Indian war there last week. "The idea of there being an Indian war in the State," remarks Governor Haskell, "is so humorous that it becomes painful." "Some wild newspaper writer has worked off a small-sized riot as an Indian war or race war," explains Adjutant-General Canton, and "unless the writers confine themselves to facts, it is possible they will be requested to leave the country." True, two white officers were killed, but the Adjutant-General thinks they "showed extremely poor judgment." Assistant Attorney-General Woodruff and Indian Agent Kelsey find that the whole ruction was started by negro outlaws who congregated at Hickory Ground, where Mr.

Crazy Snake made his home, and, as their finding is summarized in the dispatches, "Crazy Snake had a right to defend his home from the attack of irresponsible persons, and even officers not authorized to arrest him."

It can not be denied, however, that Crazy Snake had his day as a national figure, and took his place in the newspaper headlines along with the best of them. His name was also linked in sage editorial comment with Geronimo and Sitting Bull, and his fame from this exploit is considered worth at least a year's engagement at good pay with some Wild West show. The trouble began on Thursday, March 25, when "several deputy sheriffs went to Henryetta to arrest negro cattle-thieves." That was tame and commonplace enough. But they were fired upon by "negro and half-breed friends of the criminals," and then it was only a step from half-breed to full-blooded Indians in war paint. Crazy Snake "determined on an aggressive campaign" which began with a masterly retreat. He fired his tepees and tents, like the general who burned his ships, and with hundreds of followers "took up a strong position in the Hickory Hills." The militia, called out by the Governor whose words are quoted above, "sent out numerous scouts to reconnoiter the position of the enemy" and then "bivouacked for the night." Signal-fires illuminated the hilltops around and made the old-time frontiersmen wag their heads and mutter predictions of a general Indian uprising. Redskins were seen crouching behind every bush. Next day the Indians retreated again, the band of savages proved very elusive, and on March 30 Crazy Snake was captured by somebody and the war was over.

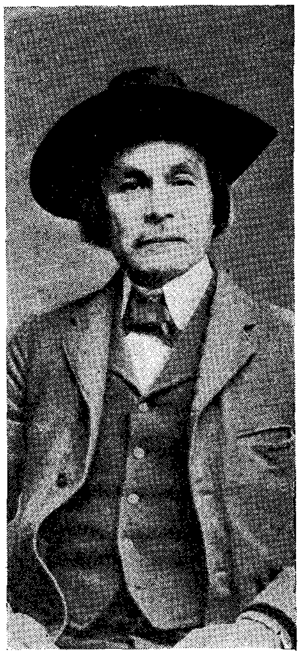
We read that this is not the first time Mr. Snake has been in trouble. He has been repeatedly arrested for resisting the orders of the Government and has served a term in the military prison at Leavenworth, Kan., says a dispatch from that place, and the Washington *Post* says in its news columns:

"'Crazy Snake' has been here frequently urging the claims of his tribe before the Indian Bureau. . . . . . .

"Crazy Snake is a crafty Indian, and his power for evil has never been underestimated by the Indian Bureau, whose eye has been on him for several years. Among a large proportion of the Creek Indians he has wielded the same influence that Sitting Bull did among the Sioux and Red Cloud among the Cheyennes, leading their respective bands against overwhelming odds in order to retain tribal government and their old customs, and live apart and separate from the white man.

"During the past summer Crazy Snake started to make trouble near Hickory Ground, in Oklahoma, but he was overawed by a prompt showing of State militia.

"When the Government, about ten years ago, determined to divide the land in Indian Territory and Oklahoma among the Indians, start them in the world as agriculturists, and teach them to be self-supporting, Crazy Snake, whose Indian name is Chitti Harjo, and who is registered as Wilson Jones, gathered about him sixteen kindred spirits in opposition and started to make trouble. Before they were subjugated several lives were lost, and Crazy Snake and his 'cabinet' were taken to Muscogee in irons. Since then there have been minor outbreaks from Crazy Snake and his fast-dwindling band, but none was serious."



CRAZY SNAKE,

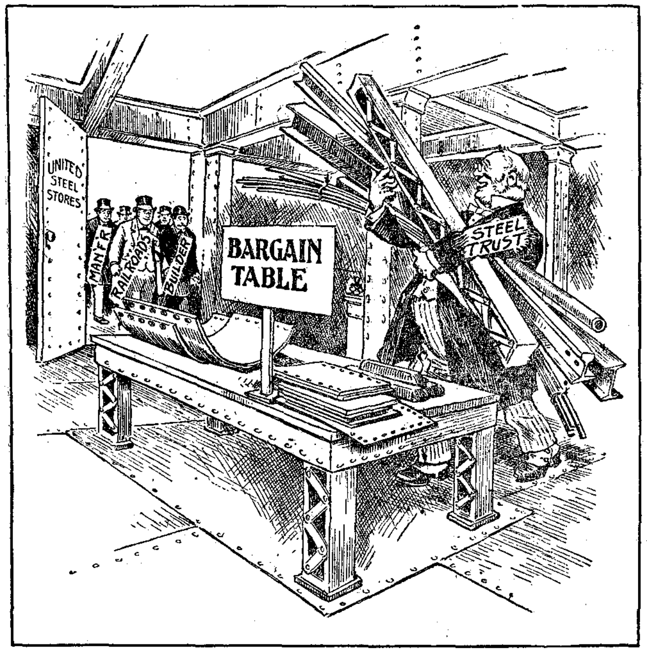
Who says he believes that "some of the white men are honest, but not many."

The New York *Globe* does not blame the Oklahoma newspaper correspondent for making the most of this opportunity to write up an Indian war scare—

"It is about the correspondent's last opportunity. Let him make the most of it.

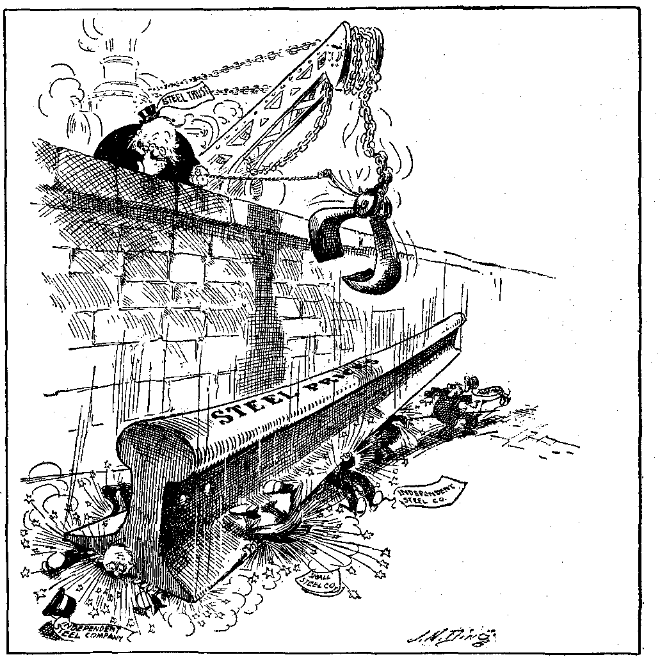
"Let him make the most of it, and heaven forbid that the efforts to minimize the recrudescent Indian which the Governor of Oklahoma, his Adjutant-General, and other busybodies are making should be of any effect! . . . .

"Geronimo is dead—but all is not lost. The present generation shall still be succored on the food of their fathers. It shall still be said in every English hamlet that the redskin occupies all of that part of the United States west of the Mississippi and makes occasional raids as far east as Detroit. Buffalo Bill will obtain a new lease of life; Nick Carter will extend his plant. Life will revive its primeval joys and Oklahoma will once more reflect upon the anachronism of its sublimated progress."



OUGHT TO STIMULATE BUSINESS.

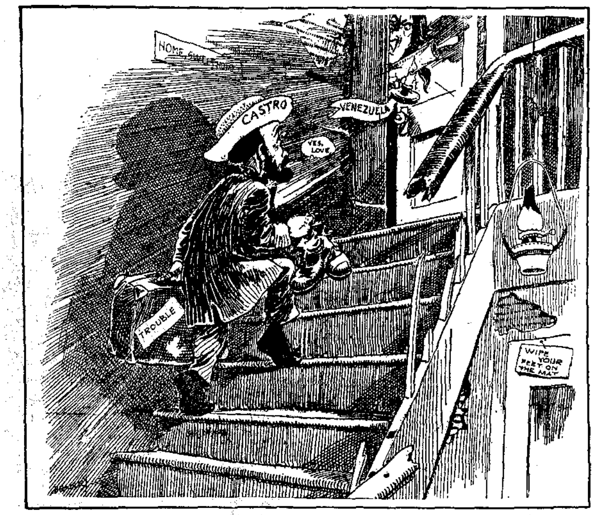
—De Mar in the Philadelphia *Record*.



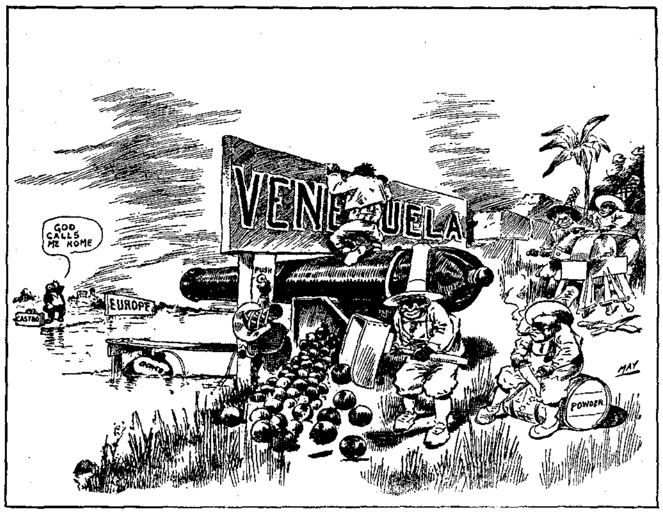
A DROP IN STEEL.

—Darling in the Des Moines *Register and Leader*.

GOOD AND BAD SIDE OF THE STEEL CUT.



THAT ANXIOUS MOMENT.
—Bradley in the Chicago *News.*



SOUNDS ARE SO DECEIVING.
—May in the Detroit *Journal.*

WELCOMING CASTRO.

KEPT FROM THE CZAR'S POLICE

THIS country's final refusal to surrender Jan Janoff Pouren, a Lettish peasant and refugee wanted by the Russian Government on charges of murder, arson, and burglary, closes a case which in some of its bearings is considered a most remarkable international episode. Upon the precedent to be established by Pouren's trial hung the fate of thousands of other Russian refugees in various parts of this country, whose movements are watched by spies in the employment of the Czar. After the suppression of the peasant revolt of 1907 in the provinces of Livonia and Courland, Pouren sought asylum in the United States, but was held at Ellis Island at the request of Coudert Brothers, attorneys for the Russian Government. Committees of prominent American citizens took up his case, funds were raised for his defense, and the President and Congress were petitioned in his behalf. According to the champions of liberty who espoused his cause, Pouren was a patriot and a victim of Russian oppression. According to his accusers he was a fiend who, in addition to the crimes charged, had beaten old men and abused women. Witnesses were brought all the way from Russia by both sides, and in October of last year Commissioner Shields found him guilty of four acts of burglary, three of arson, three murders, and two attempts at murder, and ordered his deportation. But Secretary Root, then head of the State Department, ordered the case retried, with the result that the verdict has now been reversed. Commissioner Hitchcock, in the second trial, also finds that Pouren has been guilty of the crimes charged by the Russian Government, but orders his release on the ground that he acted as a revolutionist, and not with criminal intent—the extradition treaty between this country and Russia providing immunity in the case of political offenses. It was brought out that he had not acted for personal gain, or from personal malice. "However revolting these acts may have been," said Commissioner Hitchcock, "we must still consider that they were committed while the country was in a revolutionary state, and were more or less justified."

"There has been no more striking case in the recent history of this country of the surging up of the old-time hatred of tyranny than the movement which has furnished legal and monetary aid to this fugitive, and finally saved him from the clutch of Russia," remarks the Boston *Herald.* His final release, says the New York *Tribune*, "will doubtless be generally regarded with approbation, tho not with enthusiasm." The New York *Globe* congratulates the country that the Pouren decision has followed so closely upon the similar case of Christian Rudowitz, whose extradition was refused by Secretary Root in January. The two cases, it thinks, must make our position perfectly clear to the Russian mind. Says the Springfield *Republican*, discussing the general aspects of both cases:

> "The disturbances in Russia, in which these refugees participated, were essentially political, because the acts of violence in question were part of a revolutionary movement to overthrow the system of czarism; and the Federal commissioner seems strictly within the facts in concluding that 'however revolting these acts may have been, we must still consider that they were committed while the country was in a revolutionary state, and were more or less justified.' If acts of violence in war are justified, it follows that in revolutionary uprisings deeds ordinarily criminal to the last degree may be given the sanction of a certain measure of political necessity."

Returning to the Pouren decision, the Baltimore *Sun* congratulates the country that the right of asylum in this country has been vindicated. We read:

> "The Russian Government has bent every effort to the securing of the extradition of this man—not, of course, on account of any peculiar importance in the individual case, but because it would have meant a vast deal as a precedent. The only hope of the enemies of Russian despotism lies in revolution, in one form or another. Those who still keep up the hope of freedom are sustained in their aspirations by the sympathy, the help, and the guidance of their brethren in exile. Anything that tends to take away from the revolutionists the possibility of an asylum in foreign lands diminishes by so much the chance of ultimate success which they still cherish. And a single case in which a man is extradited for a political offense has a powerful influence in breaking down the force of the distinction between political offenses and personal crimes. Pouren's extradition, after a year and a quarter of fruitless struggle to prevent it, would have meant a far easier job for the Czar's Government the next time it wanted a victim. His hangmen keep busy enough as it is; let us rejoice that at least one has been kept out of their grip by the faithful exertions of friends of liberty on American soil."

Not content with Pouren's liberation, the New York *Daily People* (Socialist Labor) demands that we now abrogate the extradition treaty with Russia. The same demand is emphasized by the New York *Call* (Socialist).

Another phase of the incident is discust by the Providence *Journal*, which points out that the outcome will not predispose Russia to concede the relaxation of its rigorous emigration and passport prescriptions which Washington has long been negotiating for. The Boston *Advertiser* takes a still more pessimistic view of the decision:

> "It is a serious question how desirable is the presence in this country of men who commit arson and attempted murder and burglary in the name of politics. It is a serious question if a man

whose mind has been trained in such channels as these set forth in the hearing of Pouren's case can become a law-abiding citizen or resident of the United States.

"We have in this country already too many men who believe that any crime committed in the name of 'liberty' is justifiable."

CURBING UNCLE SAM'S EXTRAVAGANCE

ALTHO the country has often heard the cry of "economy" sounded by old humbugs on the stump, or courageously but ineffectually championed by hard-headed individuals in Congress, remarks the New York *Evening Mail* (Rep.), "it has never had the mechanism of good housekeeping really at its disposal." But now that the work of tariff revision has focused public attention upon the state of the nation's finances there are many signs that both the people and the Government have recognized the need of such mechanism if a balance is to be maintained between revenues and expenditures. Thus the Sixtieth Congress, at its last session, inserted in the Sundry Civil Appropriation Bill a provision requiring the Secretary of the Treasury to transmit to the President a detailed statement of the estimated revenues and appropriations required. The object of this is that the President shall be able in his annual message to advise Congress on the subject of cutting the country's coat according to the cloth. The new Senate, not to be outdone, has created a Committee on Expenditures, whose function is to guard against waste in appropriations. Now President Taft has fallen into line with another innovation in the form of a Budget Committee, composed of the Secretary of the Treasury and two other Cabinet members, whose work is to supervise estimates as to Federal expenses. These signs of a businesslike and systematic control of the nation's expenditures, says *The Evening Mail*, constitute "a promise altogether new to American politics."

"The need of the day," remarks the Philadelphia *Press* (Rep.), "is economy in administration," while the New York *American* describes the present and past waste of Government money as "literally frightful—a mad gallop of prodigality." According to the latter authority "it has been estimated that it costs some $200,000,000 a year more to run the United States than the actual work done is worth." Says the New York *Journal of Commerce* (Com.), emphasizing the same point: "We have reached the point where the annual appropriations exceed a billion dollars and the ordinary expenses of the Government approximate $10 per head of the population, against less than $4.50 twenty years ago." Mr. Harriman, in a recent interview, said that the wastefulness of Government expenditures was the theme nearest to his heart. He said in part:

> "I should like to see an agitation start simultaneously in every part of the country against the unbusinesslike handling of the people's money. It is time for the people to turn their attention toward the regulation of the Government; let them insist that public officials shall wisely expend the incomes which they now have instead of this constant seeking for larger revenue."

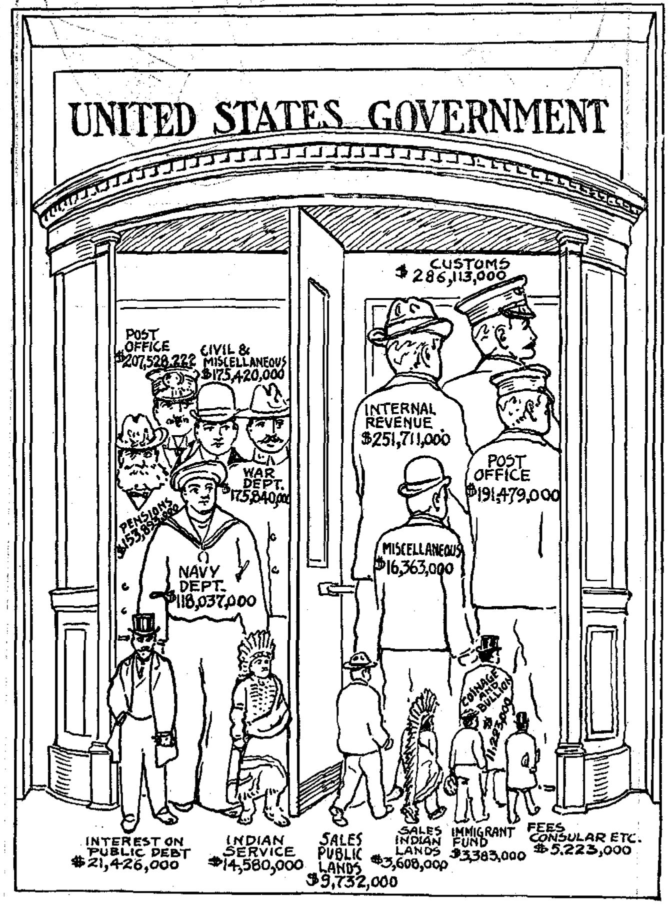
President Taft is winning much editorial commendation for the part he has taken in the movement for economy. His appointment of a Budget Committee, remarks the New York *Tribune* (Rep.). "marks a change of fiscal policy at Washington which ought to result in the saving annually of many millions of dollars," and *The Evening Post* praises the President for his "appreciation of the fact that the financial problem is fundamental and underlies every other." Says the Philadelphia *Public Ledger* (Ind.):

> "This is the first time it has been recognized that if the expenditures of the Government are to be controlled within reasonable limits, the initial responsibility must be with the Executive branch. Mr. Roosevelt never had a head for figures. His ideas of Federal activity were altogether expansive and everybody under him was animated by an ambition to 'do things,' while it was nobody's business to count the cost."

And *The Press* (Rep.), of the same city, adds:

> "This is a change of far-reaching consequence. The custom that has prevailed since the foundation of the Government has the direct effect of making the annual estimates excessive and extravagant. The departments presented their estimates independently. They competed with each other for appropriations. This is all changed by the new rule of consultation and cooperation which the President has instituted. The estimates will thereby be brought into harmony with each other and be adjusted to the Treasury income and prospects. This will promote economy and make the estimates a well-considered budget, helpful to Congress."

The other aspect of the new movement, namely, the danger of "national cheese-paring," is dwelt upon by the Washington *Post* (Ind.), which thinks that the real solution of the nation's financial ills lies in increasing revenues rather than in reducing expenditures. To quote:


UNITED STATES GOVERNMENT
CUSTOMS $286,113,000
POST OFFICE $207,528,222
CIVIL & MISCELLANEOUS $175,420,000
INTERNAL REVENUE $251,711,000
WAR DEPT. $175,840,000
POST OFFICE $191,479,000
PENSIONS $153,892,000
MISCELLANEOUS $16,363,000
NAVY DEPT. $118,037,000
COINAGE AND BULLION $11,223,000
INTEREST ON PUBLIC DEBT $21,426,000
INDIAN SERVICE $14,580,000
SALES PUBLIC LANDS $9,732,000
SALES INDIAN LANDS $3,608,000
IMMIGRANT FUND $3,383,000
FEES CONSULAR ETC. $5,223,000

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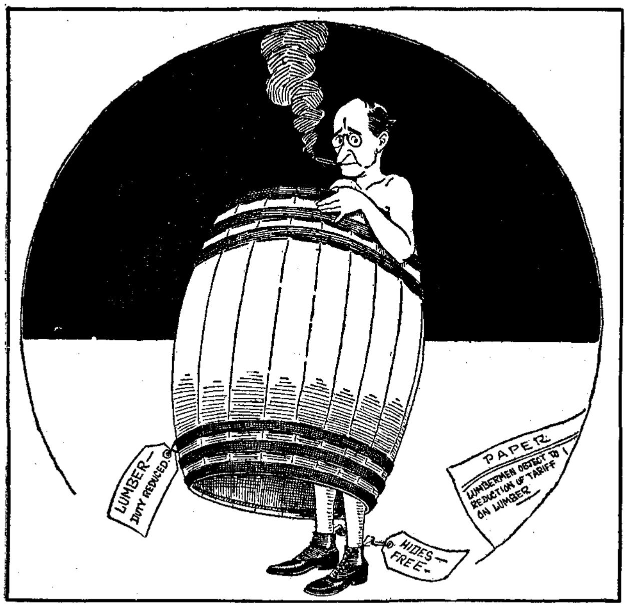
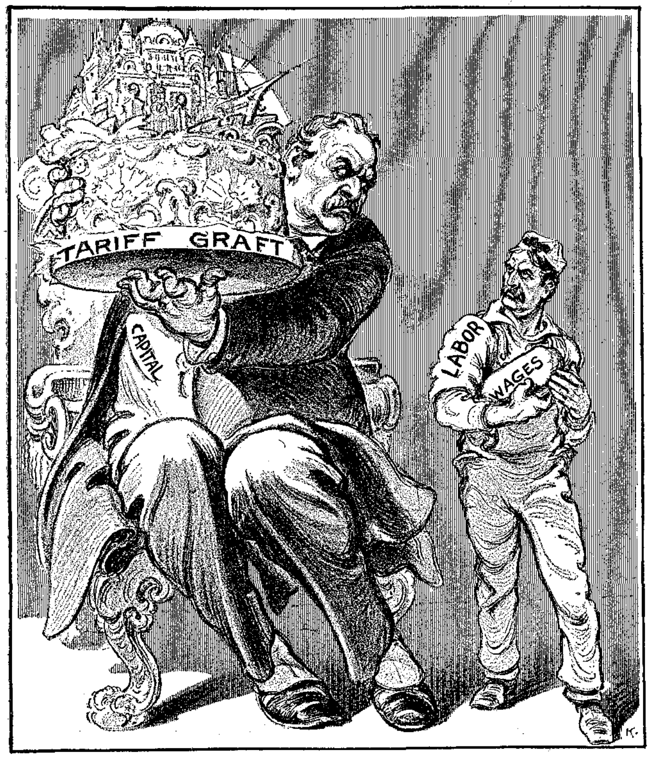
GOING OUT AND COMING IN.

This diagram represents the principal items of Federal income and expenditure during the fiscal year ending June 30, 1908.

> "When and where is this wonderful retrenchment to begin? Is it to be initiated in an act of superb self-denial by reducing Congressional salaries, or only in pruning the starvation stipends now doled out to Government clerks? Will this sort of cheese-paring, plus such economies in wasteful expenditures as are likely to materialize, cut a respectable figure in the financial equation of a billion-dollar country like ours, to say nothing of what the country will need when it gets in the two-billion class? . . . . . .
>
> "In all candor and seriousness, would it not be far wiser and better in every way to give the people an intelligent bill of particulars and to tell them the truth? The country is great and growing, and needs annually increasing revenues, and there is no other way to raise them except by adequate Federal taxation in the shape of a revenue-producing tariff. That is the plain truth. In the last analysis the people will have to foot the bill. But it is all for the defense and development of their country, and they know it and do not fear the burden. Why should an attempt be made to deceive them?"

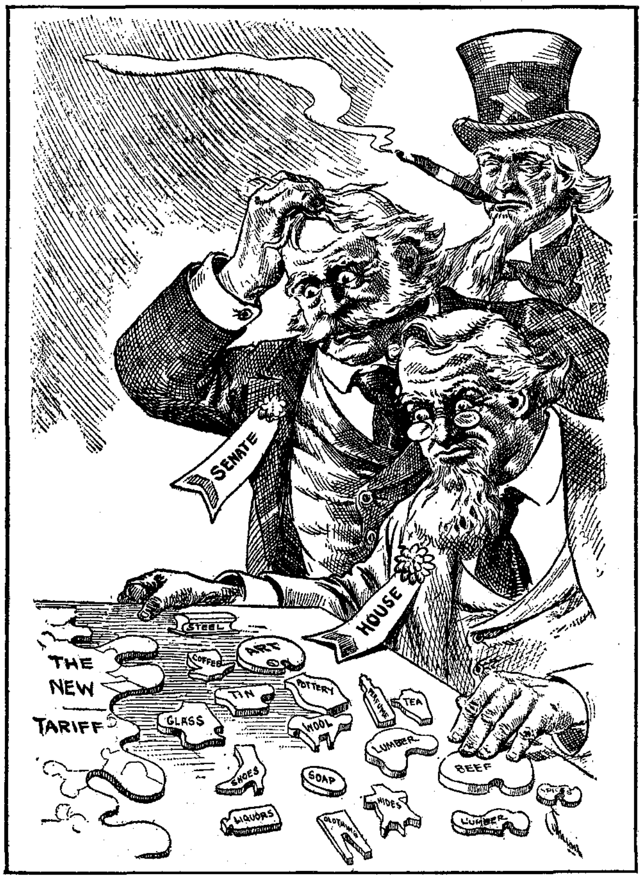

LUMBER—DUTY REDUCED.
PAPER
LUMBERMEN OBJECT TO REDUCTION OF TARIFF ON LUMBER
HIDES—FREE.

A PAYNE TARIFF COSTUME—DESIGNED FOR THOSE WHO WISH TO BENEFIT BY THE REDUCTIONS.
—Wilder in the Chicago *Record-Herald*.

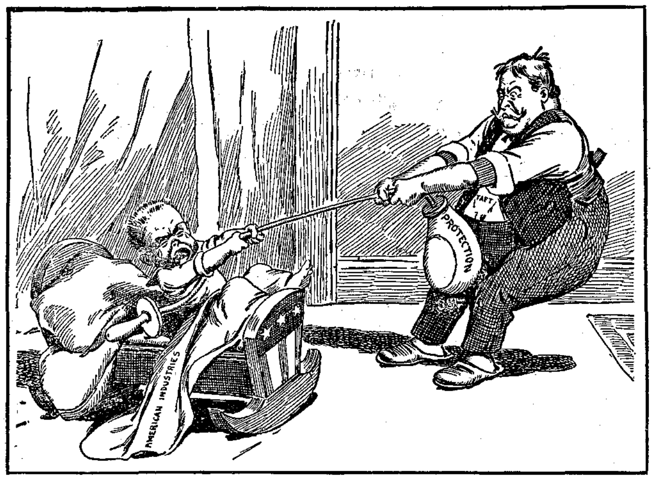

TARIFF GRAFT
CAPITAL
LABOR
WAGES
K.

From "Puck." Copyrighted, 1909. By permission.

"IF THEY TAKE AWAY MY CAKE, I'LL TAKE AWAY YOUR BREAD."
—Keppler, in *Puck*.


SENATE
HOUSE
THE NEW TARIFF
STEEL
COFFEE
ART
POTTERY
TIN
PERFUME
TEA
GLASS
WOOL
LUMBER
BEEF
SHOES
SOAP
HIDES
SPICES
LIQUORS
CLOTHING
LUMBER

THE NATION'S JIGSAW PUZZLE.
—Johnson in the Philadelphia *Press*.


AMERICAN INDUSTRIES
PROTECTION
TAFT

Copyrighted, 1909, by the Judge Company.

WEANING THE BABY.
—Flohri in *Judge*.

Foreign noblemen are, as before, on the free list.—*New York Post.*

Naturally the tariff on stockings will help to keep them up.—*Augusta Chronicle.*

The tariff on white rhinoceroses, dead or alive, remains the same.—*New Yorld World.*

If the inheritance tax will bring the inheritance, it will be all right.—*Florida Times-Union.*

As far as some of the infant industries are concerned, the tariff is cruelty to children.—*Atlanta Journal.*

The Senate is waiting to convert Mr. Payne's measure into one of those popular cut-up puzzles.—*Baltimore Sun.*

At least Judge Kenesaw Mountain Landis did everything he could to reduce the deficit.—*Memphis Commercial Appeal.*

Works of art over twenty years old ought to let in those dapper and perfumed foreign noblemen.—*Indianapolis Star.*

Congress should now permit some tariff speeches to have birth that have slumbered for twenty years in the systems of certain statesmen.—*Chicago News.*

One reason the consumer fares badly is that he is not able to keep an expensive lobby in Washington.—*Chicago News.*

The new tariff will reduce the cost of your new house very materially—until the bids are opened and you wake up.—*Indianapolis Star.*

Behold the sons of the rich racing through the pages of the Constitution to see if there is anything in it about inheritance taxes.—*Toledo Blade.*

The proposed tax on tea does not create much excitement. Times have changed since that little party at Boston in 1773.—*San Francisco Call.*

Reports that Mr. Carnegie was consulted about the terms of the new tariff bill are confirmed by the fact that curling-stones are on its free list.—*Chicago News.*

Works of art more than twenty years old can come into the country free. Strictly applied, that would still keep out most of our Raphaels and Botticellis.—*New York Post.*

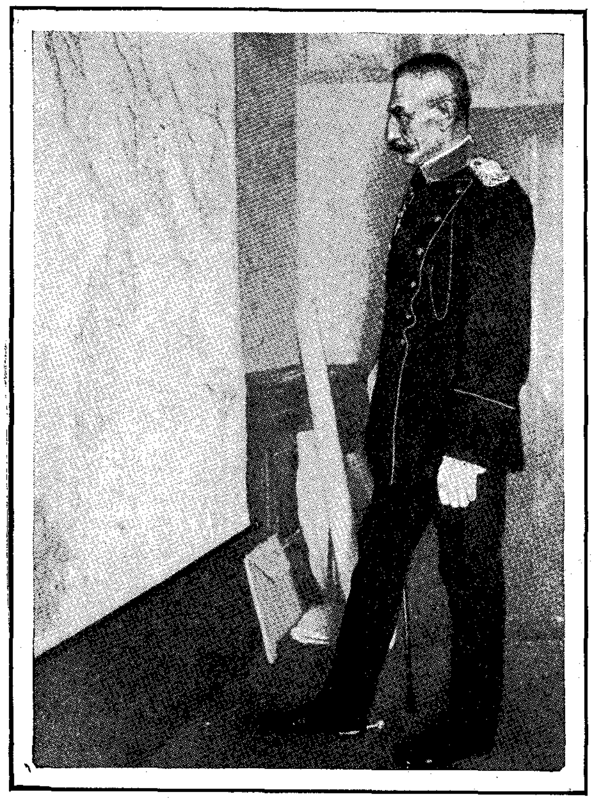
Mere Man's Opinion.—Knicker—"Do you think the tax on women's gloves should be increased?"

Bocker—"No, they should tax the mitten."—*New York Sun.*

THE TARIFF IN QUIP AND CARTOON.

SERVIA'S SUBMISSION

WHEN the Orange Free State objected to Britain's absorption of the South African Republic, it soon found itself a British colony. Servia objected to Austria's absorption of Bosnia-Herzegovina, and it has taken the combined efforts of the Powers to prevent its meeting a like fate. So run the foreign dispatches and correspondence. Russia was expected by many European papers to come to the rescue of Servia and the lost provinces for the sake of Pan-Slavism, but Russia seems to have had enough of war for the present, the Czar turned his back, and Servia has been forced to indorse Austria's seizure of the two Slav provinces. The half-crazy Crown Prince George has surrendered his birthright, and many believe King Peter will give up his crown. Bosnia-Herzegovina, like Schleswig-Holstein, is to fall into the maw of the spoiler without a single protest from the Powers of Europe, and as Austria helped Prussia wrest the latter provinces from Denmark, so Germany is accused of aiding Austria in the present seizure. The interest of the European press has been largely centered in the discussion of Germany's attitude and Austria's headstrong policy. One of the strangest transformations of the moment, but one that typifies the changing feeling of many European journals and statesmen, is seen in the London *Times*, which at the beginning of the quarrel maintained that the provisions of the Berlin Treaty had been so grievously violated by the Government of Francis Joseph that nothing but a Pan-European conference could settle the question of Austria's Bosnian annexation. Sir Edward Grey has spoken since then and now *The Times* proclaims that "Europe's need of peace" is to be considered the only rule for the adjustment of the dispute. This view is indorsed by the somewhat lukewarm assurance of the Paris *Temps* that "the banks and bourses of Europe can not run the risk of an Austro-Servian conflict."



KING PETER OF SERVIA STUDYING A MILITARY MAP.

Report has it that he will give up the throne that came to him in 1903 by a palace butchery that shocked the civilized world.

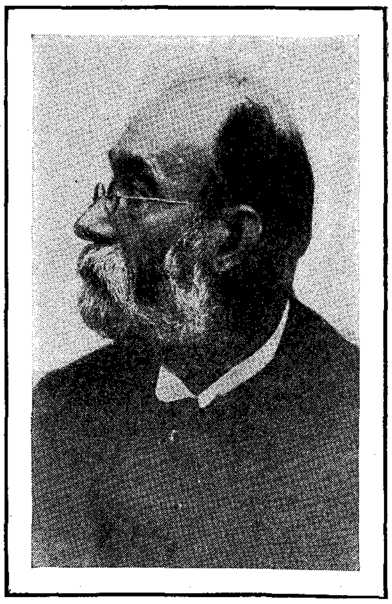
The most illuminating comment on the whole situation is perhaps to be found in *The Continental Correspondence* (Berlin). Both the French and English, as well as the Italian, press have credited von Buelow with being the string-puller in recent Balkan complications. With what manifest satisfaction the authorities at Berlin congratulate themselves on their attitude toward Servia may be divined from the following quotation from an editorial in this semi-official organ:

"The case of Servia has clearly shown that the peaceful assurances, so repeatedly uttered at the meetings of the heads of European states, and on other similar occasions, are no empty phrases, but are earnestly meant. If any single one of the European great Powers had been desirous of bringing about a great war, this matter of Servia would have provided the necessary pretext. The Servians, seeing all their ambitious hopes of a Greater Servia dashed to the ground by the incorporation of Bosnia and Herzegovina in the Austrian Empire, would most certainly have made an appeal to the sword, if any single one of the great Powers, whether France, Italy, Russia, or England, had shown the least sign of offering them aid in a conflict against Austria. The temptation for Russia to play this part was a great one, as, rightly or wrongly, it regards itself as the leader of the Slavonic peoples, and to a certain extent considers it to be its duty to protect the interests of the various Slavonic nationalities, more especially those in the Balkans."

THE PRINCE WHO HAS RENOUNCED HIS BIRTHRIGHT.

George, the half-insane Crown Prince. He aggravated the war situation by fiery speeches on every occasion, and declared his intention to take arms against his father, if necessary, to resist Austria. Accused of killing a servant, he has renounced his prospects and will live abroad.

The German Government not only boasts of its own abstention from warlike interference in the Balkans, but also pays the following tribute to Russia:



STOJAN NOWAKOWITSCH,

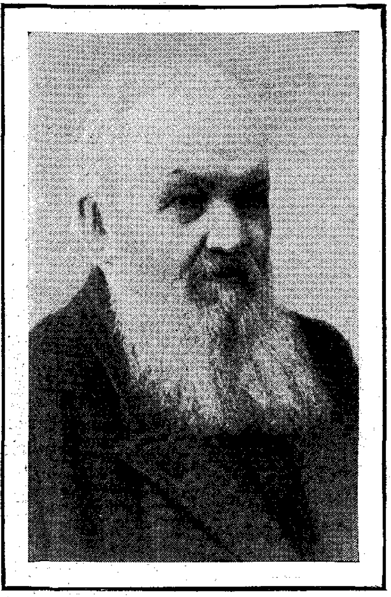
President of the new Servian Cabinet.

"Recognition is due to Russia for having declined to play the part of '*agent provocateur*' in Servia. Perhaps this attitude can not be considered to have been an entirely voluntary one. Russia itself must acknowledge that her army has not yet sufficiently recovered from the wounds inflicted upon it in the campaign against Japan, to enable it to begin a new and perhaps still more dangerous war. Secondly, a tribute must be paid to France, for having, from the very beginning of the trouble in the Balkans, utilized her influence in St. Petersburg for a peaceful solution of the difficulty. Altho France has often enough alluded to the '*revanche*,' still, during the thirty-eight years that have elapsed since 1870, she has always refrained from making war for the restoration of the lost provinces. Is it likely therefore that, having not the slightest interest in Servia, and merely for her *beaux yeux*, she should plunge herself into a war, the outcome of which is most doubtful?

"The only one certain result of such a war would be that countless invested millions would be lost. It is just this certainty that gives France a further reason, not alone to keep the peace herself, but also to use her influence with her friends in this same direction. The French investors have more than ten millions locked up in Russian securities. Considering the enormous possibilities of Russia's future development, this money can not be said to be badly invested. Should, however, Russia become mixt up in a long and perhaps unsuccessful war, after having enjoyed the blessings of peace for only three years, it would follow, as a matter of course, that the money of the French small capitalist would be more or less in danger. Still greater, however, would be the danger to the hundreds of millions of French money invested in the Orient."

RUSSIA'S SELF-IMPOVERISHMENT

THE beggary of Russia is produced by the wilful acts of Russians themselves, writes the eminent economist, Mr. Sasonoff, the highest authority among the specialists of his country. Peter the Great lived in vain as far as his fostering of wealth-producing activities has gone. Railroads, stock-raising, agriculture, foreign trade, we are told, have all been blighted by the spell of Czarism. The Russians have enslaved themselves "under the knout of this Oriental barbarism," writes this author in the *Novoye Vremya* (St. Petersburg), from which we quote as follows:



THE LEADER OF RUSSIAN JOURNALISM.

Souvorin, editor of the *Novoye Vremya*, who is celebrating his fiftieth year as editor in a land where one editorial year is often enough. His paper is quoted in an accompanying article.

"What has become of the industries of the Ural, that treasure-store of the world? That splendid creation of Peter the Great is ruined. As to the population of that region, always accustomed to work in the factories, they now have to be employed in agriculture. Is not that a criminal waste of a long-acquired skill? The same is the case at the mines of Chipof; they are in ruins, and their workers also have had to become field laborers. The factories at Maltzef also—that grand undertaking, so splendidly organized—what is their present state? A product of national genius, they now simply vegetate in an indifferent condition, and, besides that, it appears they are now in the hands of foreigners. The impetuous energy of Count Witte gave rise to great industrial development, and attracted foreign capital to Russia; but in spite of the millions expended also by the Treasury, the results have been negative. Ruined also are the Volga navigation enterprises, started solely by Russian capital, and of formidable dimensions, too. There is no one, up to the sugar kings, such as Kharitonenko, and others, who does not collapse and fail. In short, all the great national industries bid fair soon to remain but a remembrance, or to pass over to more successful capable foreigners. But, perhaps, there may be other branches of trade prospering.

"Let us see how it stands with our railways. They have cost many billions of rubles, and bring in at best only some millions. The repairs alone would require a billion.

"The live-stock industries are in a scarcely better state. They go down from day to day. Little by little one notes the disappearance of enormous flocks of sheep, of herds of cattle, and of the best breeds of horses. There are also actually imported into Russia considerable quantities of foreign wool, of tallow, and other raw materials in which Russia, considering her natural riches, ought to abound.

"The smaller rural industries are likewise far from prosperous. The distilling of spirits, for instance, formed an important item in the budget of the rural proprietor, but this industry is now dead. Larger undertakings are kept up owing only to their monopolies. It is hardly necessary to mention the state of collapse of the so-called cottage industries carried on by the peasants.

"Thus we see before us not only the decay of the special rural industries, but we are face to face with a crisis in the whole condition of industrial Russia—indeed with the general ruin of the country. The conclusion which forces itself upon any observer is clear enough—that the economic existence of our state is governed by general destructive causes, which affect the whole community—nobles, manufacturers, millionaires, and peasants."

ENGLISH VIEWS OF OUR TARIFF

AS we buy nearly $350,000,000 worth of goods yearly from England and her colonies, the British are naturally interested in our Tariff Bill. If we lower our duties, the British will sell us more goods. They are also interested in the spectacle of a rich nation growing richer under a protective tariff while their own ministers are at their wits' end to find funds to build a navy. President Taft's insistance on a reduction of tariff on the necessities of life is taken as a partial indorsement of the beauties of free trade, yet they recognize that both our great parties are too fully committed to the protective principle to allow of any hope that it will be abandoned. The President's recommendations are not likely to be carried out, thinks the London *Times*, which adds that it is not desirable for the good of the United States Treasury that they should be carried out. The advantages of the present English fiscal policy, we are told, are about equal to the advantage Nelson's fleet would have against a squadron of *Dreadnoughts*. Thus we read:

"We are frequently told, or we used to be until lately, about wonderful developments of opinion in other countries in favor of free trade as understood here. Sometimes it is in France, sometimes in Germany, and sometimes in the United States that tardy conversion to Cobdenism is described. These wonderful discoveries never come to anything. The American free-traders are unable to effect legislation, and French free-traders have to witness a deliberate attempt to increase duties already high. Other nations are clearly determined not to interfere with our one monopoly of Cobdenite theory. They are all very prosperous; they are all increasing in wealth, and none of them has such a burden of pauperism to carry as that which afflicts ourselves. It really looks as if they knew something of business and the sources of the wealth of nations. But we are still asked to believe that they know nothing at all about the matter, and are wandering in the mazes of economic superstition, happily dissipated for us by the science that illuminated our path some sixty years ago. In these days of ironclads we are expected to go to battle in unprotected ships, because somebody once proved at great length that when no other nation had ironclad ships our wooden ones did extremely well, and that they are cheaper to build and to maintain than monsters encumbered with thousands of tons of iron."

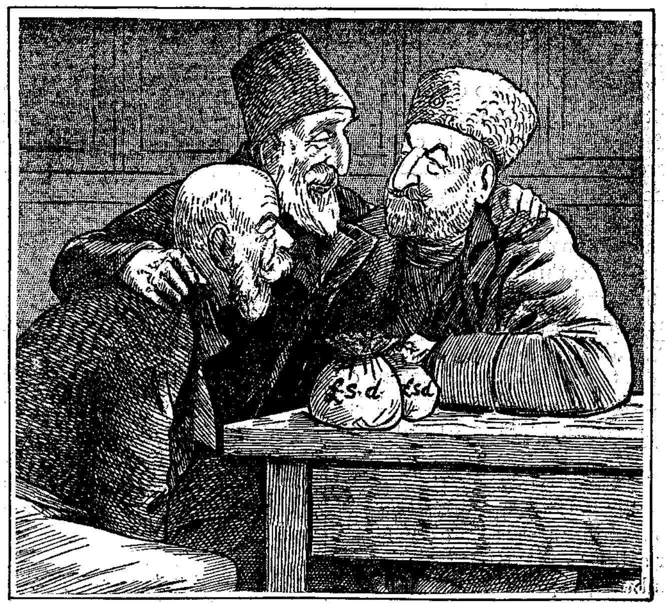
The Payne Tariff Bill is discust in its details by that important London financial organ, *The Economist*. No confidence, we are told, is felt in the revenue-raising quality of the new bill, "as provision is made for the taxation of inheritances as well as for the issue of bonds and treasury certificates in the event of a deficiency." Of the influence which this new legislation will have on the general fiscal policy of the nation we read as follows:

"Mr. Taft's influence seems to have secured a certain degree of that reciprocal free trade which he advocated when Governor of the Philippines. The whole bill is based on the principle of the minimum and maximum tariff, the latter, which is about 20 per cent. higher than the former, being for countries which discriminate against American goods. On the whole, the bill, tho in no sense a measure of free trade, is likely to promote our transatlantic trade. A great deal will depend on its reception in the Senate, where the vested interests are ever lying in wait for measures affecting their private profits. The greatest hope for the measure is the well-known support and sympathy of the President himself, who may be able by indirect influence to safeguard the interests of the American consumer."

COLONIAL "DREADNOUGHTS"

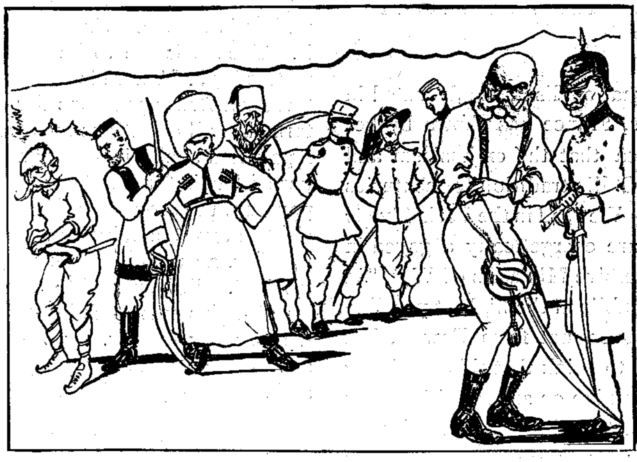
As the colonial troops saved England in the Boer War, colonial *Dreadnoughts* are now coming to the rescue in England's naval rivalry with Germany, and the colonial press are telling the Kaiser that he has to reckon, not with the 42,000,000 inhabitants of the United Kingdom alone, but with the far-flung line of British colonies that girdle the earth. New Zealand has promised a *Dreadnought*, Australia another, and Canada seems likely to give a third, altho there is some opposition. The Toronto *Globe*, which considers itself the great national newspaper of Canada, favors the plan heartily thus:

"Events are forcing our hands. The representatives of Britain and of some of the other European Powers at The Hague Conference were instructed to support a limitation of armaments. But Germany was obdurate—would not even listen. She will listen as soon as she perceives her task is hopeless, and nothing will so readily convince her of this as a demonstration that every member of the British family is awake to the danger, and is prepared to do more than its part to keep the sea-power of the Empire where it has been for the past hundred years. We are not in favor of an aggressive policy. If the fleet were an aggressive instrument its crews would be painting the hulls a lead color preparatory to departure for the Baltic. If the positions were reversed that is what Germany would be doing. Canadians have no antipathy to Germany. Some of our best citizens are Germans who love the fatherland. But the facts speak for themselves. The Kaiser and his people have set out to make themselves second to nothing on the seas, and a position of primacy they can never achieve without a naval Armageddon. If Germany came out of that contest victorious the British Empire as at present constituted would be at an end."



A CASH SETTLEMENT.

The difficulties in the Near East seem likely to be settled by the payment of indemnities. —*Westminster Gazette* (London).



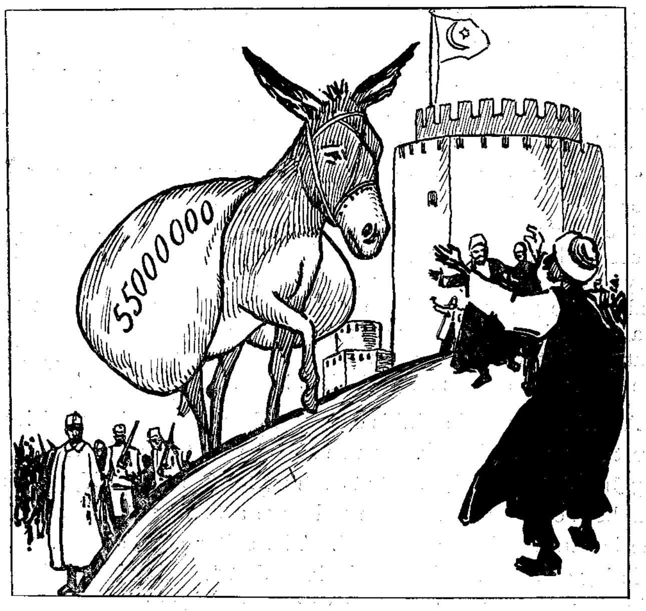
STOPPING THE DUEL.
Fischietto (Turin.)

We find an echo of this patriotic imperialistic sentiment in every other Canadian journal of influence which has come upon our files, from among which it may be sufficient to quote further from the Toronto *Saturday Night* one spirited outburst:

"Cæsar marched his legions to the extremities of the Roman Empire and there drove the German armies to the far side of the Rhine. To-day Britain is launching her *Dreadnoughts* for the defense of her seas against the German. History is repeating itself after a lapse of two thousand years.

"Now the call to arms has reached Canada. Editorially and in their news columns the great daily papers are calling upon the Dominion to arm and prepare. New Zealand has offered the Empire a *Dreadnought*; Australia is following with similar proposals, and Canada is next in line. A like contribution from the people of Canada would unquestionably be a popular move, politically, at this juncture. Governments are operated on the lines of least resistance, so it will obviously be only a matter of time, and that not over long, when Ottawa feels the pulse of the people and follows its mandates.

"There is, however, one bright streak on this black horizon. If Germany can be made to realize that she is pitting her 65,000,000 of people and resources, not against England and her 42,000,000 and the resources of the British Isles; but against practically the English-speaking world, she may hesitate and remodel her preparation for war. The money-chest is the real sinew of battle."



THE LATEST KIND OF DIPLOMATIC EMISSARY.
—*Humoristische Blaetter* (Vienna).

THE SHEKEL IS MIGHTIER THAN THE SWORD.

THE ANTIOPIUM AGITATION—The European as well as the Asiatic representatives of the International Opium Commission which has recently closed its sessions, have given clear expression to the sentence of condemnation which has been passed on the deadly traffic in the poppy poison which is proving so ruinous to the Chinese people. According to *The Tablet* (London) English commercial greed lies at the root of the evil and "even English consuls are interested in the opium monopoly of China." China herself is deeply interested in the repression of the opium trade, and the editor of the Shanghai *Times* remarks:

> "There can be no doubt as to the earnestness and determination with which China has entered upon the struggle. From all parts of the Empire, reports come daily of the splendid headway the forces of reform, of regeneration, are making against the national enemy. . . . . . .
>
> "We wish to bear testimony to the sincere and determined effort that is being made by the Chinese in this part of the Empire to do away with this evil. They have taken hold of this problem with a firm and strong hand and have been employing the most vigorous methods possible to carry out the edicts that have been issued regarding the production and sale of opium.
>
> "As regards the production of opium, so successful have their efforts been that throughout the whole extent of the province scarcely a single plant remains to be seen, whereas a few years ago wide tracts of ground were devoted to the cultivation of the poppy.
>
> "All of the opium-dens in this region have been closed, and the drug is now only sold to persons having a certificate. Vigilance committees are at work continually to detect any who may be using or selling opium illicitly. A strong sentiment has been created and the people are enthusiastic in the support of the antiopium movement. If the importation of foreign opium can be stopt we are confident that within one or two years' time the opium traffic in this province can be completely supprest."

GERMAN CAVILS AT THE FRENCH ARMY

IN spite of antimilitarism and internationalism, as advocated in the more radical dailies of Paris, France has shown by her recent campaign in Northwest Africa that the enthusiasm and genius for war which have formed a Gallic tradition for centuries can not be questioned at this moment. We read in the Paris *Temps* that the heads of the French Army are energetically engaged in attempts, under the direction of successive Ministers of War, "in keeping the military forces of the Republic in the highest possible condition of efficiency." It is, however, not from French, but from German sources that we are led to think that this efficiency is possibly overestimated. German opinion on such a subject may perhaps be eyed with suspicion, but facts and figures given by the Paris correspondent of the *Vossische Zeitung* (Berlin) have not to our knowledge been so far contradicted by the French authorities.

According to this reputable organ French youths are very much what English youths were styled by a recent issue of the London *Daily Mail*—"shirkers." The subsequent rapid growth of Mr. Haldane's territorial army has somewhat erased the stigma from the young manhood of Great Britain. But official figures tell us that from the conscript forces of France there were 12,000 deserters in 1908. In addition to these defections 44,000 drafted men failed to report themselves to the authorities. The amnesty so frequently granted for such offenses against patriotic devotion has doubtless encouraged the number of the delinquencies, and the French Chamber has only this year introduced a more stringent law upon the subject. Of a graver character is the condition of morale thus described:

> "A serious evil in the French Army is the decline in that spirit of camaraderie which should exist, and formerly did exist, between officers and privates. Not only have disgraceful quarrels recently occurred between colonial native troops and soldiers of the line, but native officers have actually been personally abused and insulted by commanders of divisions. It is no exaggeration to style such a condition of affairs as dangerous and sometimes even fatal to discipline, and it may be recalled that many high military critics attributed the defeat of the French in the war of 1870–71 not so much to the superiority in numbers and equipment of the Germans, as to the fact that German officers stood by one another in every danger and complication of the campaign, while in the French Army the generals fought each for his own hand and his personal glory.
>
> "This lack of comradeship in the present forces of the Republic must therefore be looked upon as of ominous importance in prospect of any possible war between France and any of her European neighbors."—*Translation made for* THE LITERARY DIGEST.

A GERMAN AIR-SHIP LINE—Reports in the daily press to the effect that a company has actually been formed in Germany with the express intention of building and operating a line of dirigible balloons for passenger transportation, is confirmed by the following note taken from *Energy*, a monthly review of German engineering industries (English edition, Leipsic, February). The project is an ambitious one and foreign technical journals are reserving their comments, perhaps until they see further developments. The paper cited above tells us that the concern is named the German Aero-station Company, with chief centers at Frankfort-on-Main, Berlin, and Cassel. It says:

> "After consultation with a number of municipalities and authorities in matters of air-shipping, and after the engineers of the company had concluded their plans of the aero-stations to be instituted on the basis of patents owned by the company, the decision was reached to proceed as rapidly as possible with the establishment of regular air-ship service during certain seasons of the year.
>
> "The general principles are as follows: An area of 30,000 to 40,000 square meters is to be used for each aero-station. In the middle is the anchoring-place, three adjoining sheds surrounding it. The sheds are to be 150 meters long, 15 meters wide, and 20 meters high. There is sufficient space on the anchoring-place for three revolving pontoons for the air-ship. The pontoons can be turned in all directions by electric energy, and are furnished with a patented anchoring-appliance, which dispenses with a large number of hands for landing and ascending. Once anchored on the pontoon, the air-ship can be removed to the shed, similarly to the electric traverse tables in common use. In case of fog or misty weather, a captive balloon provided with four arc lamps, carefully isolated, will be raised to a great height, and thus furnish a signal for air-ships overtaken by the bad weather, so that they can land without any danger. Thirty large towns, from Berlin, Bremen, and Hamburg in the north, to Munich and Stuttgart in the south and southwest, will be placed in aero communication."

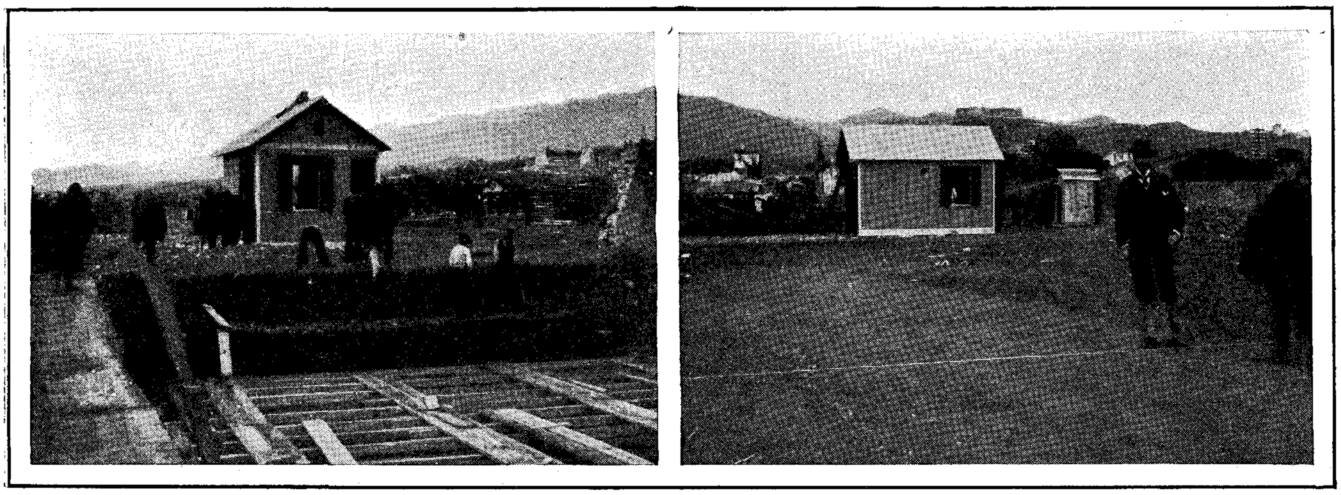
FRENCH NAVAL CORRUPTION—The charge of graft and incompetency has frequently been made with regard to the building and management of vessels in the French Navy. Shipwrecks, explosions, and loss of life have so frequently been recorded that at last formal attention has been brought to the scandalous waste in French naval administration by a deputy of the Chamber, Mr. Emmanuel Brousse. This member, speaking on behalf of the Accounts Commission of the Chamber, is reported in the *Mail* (Paris) as declaring:

> "Battle-ships of 10,000 tons, which cost England about $7,600,000 apiece, and Germany $9,100,000, drain the French exchequer to the amount of $10,400,000. This estimate is, however, always exceeded by something like from $400,000 to $600,000. The military expenses are absolutely swallowed up by those of the navy, and yet the generosity of the Government in thus supporting the sea forces does not really devolve to the advantage of the latter. Extravagant repairs are ordered and carried out upon vessels which are absolutely useless and valueless in the line of battle."

A striking example of this complete domination of the spirit of graft is furnished by Mr. Brousse when he relates that boilers costing $150,000 were given out at contract for five battle-ships which had been condemned as effete and were actually put aside before the boilers had been completed. The editor of the *Mail*, commenting on these revelations, declares that "nothing in the history of either European or American politics has ever eclipsed these shameful and astounding examples of greed and corruption."—*Translation made for* THE LITERARY DIGEST.

THE FIRMNESS OF "TERRA FIRMA"

IT is humiliating to think that we know practically nothing of regions only a few miles distant from our own habitations. Man is limited to a narrow region, above or below which he can not penetrate. But if he can not go far upward, in spite of his aeroplanes and dirigibles, he can at least see luminous bodies at incalculable distances. This he can not do in the other direction; hence the interior of the earth is far more beyond our ken than the uttermost fixt star. The astronomer postulates a molten earth in pre-geological times. The modern geologist does not always agree with him. No two authorities seem to have precisely the same ideas of the earth's interior. The Abbé T. Moreux, who writes on the subject in the *Revue Scientifique* (Paris, February 13), thinks that we may obtain some slight information from the records of our earthquake-recorders, which often register shocks that appear to have passed directly through the center of the earth, from one side to the other. Says this writer:



By courtesy of the New York "Sun."

AMERICAN PORTABLE HOUSES IN THE EARTHQUAKE DISTRICT.

Three thousand of these houses reached Messina by the steamship *Eva* in the latter part of February, and have been set up for the sufferers' use. Another shipload is expected. The American houses were ready long before those planned by the Italian authorities, a fact that is said to have hurt the Italian national susceptibilities, so that the American sailors had to set up the houses without Italian aid.

"For several years past the devices for recording earthquakes, which have been multiplied on the surface of the earth, have been giving us valuable information on the subject of the globe's internal constitution. The seismographic diagrams have revealed a whole series of unsuspected undulations, to which geologists have given the name of 'preliminary tremblings.' These undulations, it is no longer possible to doubt, are transmitted across the internal mass of the globe, and as their speed is dependent upon the rigidity of the medium that they traverse, we are now in possession of very valuable data regarding the internal constitution of this mass.

"Now the discussion of the observations shows us that the rigidity of the central nucleus is between that of glass and that of steel. At the outset, this seems to put an end to the old theory of the central fire, and we do not see how the new facts can be made to fit the supposition that the interior of the earth consists of igneous matter or liquid lava at high temperature.

"Physics is able to harmonize this kind of apparent opposition. If the law of increase of temperature continues to hold below the soundings that have been made, we may say that at 70 kilometers [43 miles] from the surface . . . the temperature approaches 2,000°—a heat sufficient to melt all terrestrial substances.

"But at this depth the pressure reaches at least 20,000 atmospheres; this pressure may therefore counterbalance the effects of heat and place the molten lava in conditions of resistance and molecular continuity certainly greater than those of solid bodies at the earth's surface. Even after this proof of the rigidity of the nucleus, therefore, we may hold that the earth's interior is composed of an incandescent liquid, or rather gaseous, nucleus at very high pressure."

It may be objected, the Abbé goes on to say, that all this rests on the hypothesis of increase of temperature in the deep strata. Now, our soundings, which have reached a depth of only about 6,000 feet, have explored only the hundredth part of the earth's radius, and thus we do not know by actual experiment whether the interior temperature of the earth is or is not higher at its center than near the surface. Then again, how is this great internal heat maintained? It must be lessened continually by radiation to an amount that the sun is incapable of returning to us. Astronomers tell us that the internal heat is that remaining from the primitive molten state of the globe. The earth is losing part of this continually; in other words, it keeps cooling off. The rate is now so slow that each unit of the earth's mass would not be appreciably cooler in two million years. During the existence of the solid globe, therefore, it has lost a small proportion of its heat—just enough to cool off the outside crust—and the interior is practically as hot as in pre-geologic days, before the crust had begun to form. So much for astronomy. Recent earthquake data, the Abbé tells us, do not weaken these conclusions, altho they throw new light on them. He says:

"The earth's crust, whose materials have a density about twice that of water, is between 50 and 60 kilometers [30 to 38 miles] thick. Below this depth, and down to about 300 kilometers [186 miles] the matter must be in a state of pasty fluidity. . . . Beyond this layer and despite the pressure, the heat is too great to allow substances to exist in any other state except that of gas.

"It would also seem, according to the data furnished by seismology, that within this region matter is no longer distributed in the order of its density, and that this huge gaseous nucleus is of very great homogeneity. It is through this compress nucleus that the seismic vibrations are transmitted with a speed of 12 kilometers [7½ miles] a second.

"The film on which we move about, and which, by its contraction, gives rise to earthquakes, does not, therefore, rest on a gulf of nothingness, ready to swallow us up. This gulf has no existence, and the matter under our feet is continuous. It is of no consequence that it is not 'solid' in the sense that we give to this word. We know that it is rigid, and that our terrestrial mass leaves nothing to be desired along this line. Thus we may properly continue to honor with the title of *terra firma* the continents on which humanity continues to develop."—*Translation made for* THE LITERARY DIGEST.

A NEW KIND OF TELESCOPE

THE concave mirror formed of a rotating mass of mercury and used as a telescopic objective has already been noticed in these columns. Interesting illustrations of the mirror devised by Prof. R. W. Wood, of Johns Hopkins, are given in *Cosmos* (Paris, March 6) in connection with an article on the subject by Alfred Gradenwitz. Professor Wood's mirror is the surface of a quantity of mercury held in a basin which may be rotated by an electric motor. Centrifugal force causes the moving surface to assume a more or less concave shape, depending on the velocity, and it may then form part of a telescopic device in the same manner as a solid mirror. Only, whereas months of skilled labor are required to make the latter, the mercury-surface assumes the desired concavity in a few seconds. Difficulty has been experienced in avoiding ripples and other disturbances on the surface, due to irregularities of the motion, but Professor Wood has finally succeeded in producing a practicable objective by this ingenious method, and it is possible that it may one day be used in regular astronomical work. Evidently the size of such a mirror is unlimited. Professor Wood's experiments were made at East Hampton, L. I., during a recent vacation. The illustrations show very clearly the arrangement of the rotating mercury-basin and its motor, and the reflecting power of the surface. Says Dr. Gradenwitz:

"The first observations made with the aid of this improvised telescope were on the Milky Way, which at this time of year was in the zenith at 9 P.M. Its sudden appearance immediately after the motor was started was such as to astonish the astronomer and to pay him for all the trouble that he had taken. He used no eyepiece at all, the images of stars presenting themselves freely in space, at about three feet above the mouth of the shaft, with perfect clearness and sufficient stability. Binocular observation showed a very slight rhythmic rising and falling motion.

"One inconvenience of this original instrument is that only a small region just around the zenith is accessible to it. On the other hand, it presents the twofold advantage of a focal distance susceptible of variation (owing to variation of speed) within reasonable limits, and of extraordinary cheapness.

"If later experiments shall demonstrate the possibility of realizing a perfect reflector, Mr. Wood will probably undertake the construction of a much larger instrument. He will also endeavor to find a substance which, having previously been melted, will harden during rotation. He has already made in this way a pretty good gelatin mirror and is now looking for a more stable substance that may be used similarly."—*Translation made for* THE LITERARY DIGEST.

DISTORTED REFLECTION PRODUCED BY SLOW ROTATION.

DISEASES CAUGHT FROM ANIMALS

THE general acceptance of the germ theory of transmissible disease has set on foot inquiries on every side regarding the sources of such diseases. If they are due to the growth and multiplication of minute organisms in the human body, those organisms must come from some definite place; it is not sufficient to say that the disease is "in the air," still less to dismiss it as an inexplicable visitation of Providence. That animals and insects are fertile sources of disease-germs is pointed out by a writer in *The Medical Record* (New York, February 13), who says:

MIRROR MADE BY ROTATING MERCURY.

One revolution in three seconds. If the mercury were at rest the face of the inventor, seen reflected in the surface, would appear reversed.

"A revolution of our ideas as to the transmission of disease has taken place. It is now known by every one that insects convey numerous complaints to man, perhaps almost all the tropical maladies, including malaria, yellow fever, and sleeping-sickness. Plague is believed to be transmitted to man chiefly by means of rats or their fleas. Tuberculosis, despite the dogmatic statement of Koch, is in certain circumstances conveyed to the human race, mainly to children, by the agency of cattle. More than this, the opinion has been rapidly gaining ground of late years that domestic animals are responsible to some extent for spreading several infectious diseases. The cat has been under suspicion for many years, and it has been alleged, with foundation for the statement, that the parrot has passed on disease to some of those who have come into close contact with him.

"Cohen has said, in his 'System of Physiological Therapeutics,' that the lower animals, such as cats, dogs, horses, cattle, and chickens, occasionally suffer from a pseudo-membranous affection of the upper respiratory passages simulating diphtheria, and from this infection has been claimed. He, however, states that it is rare that true diphtheria bacilli are found in these animals, altho they have been found susceptible to the disease experimentally produced. Osler is of much the same opinon, and so are, perhaps, the majority of veterinary experts. The point really that requires solution is this: Does the cat contract diphtheria, a disease to which cats are subject, from a person suffering from the complaint or does the animal merely act mechanically as a carrying agent?

"Recently, Dr. Caroline A. Osborne has endeavored to answer these questions in a small book entitled 'The Cat, a Neglected Factor in Sanitary Science.' From this we learn that, as mentioned before, Osler and Cohen, together with the larger number of veterinary authorities, hold that the cat does not contract diphtheria from the human subject, nor do they think that it transmits the disease to man, at least they argue that the proofs to this effect are very slight. On the other hand there are many authorities who contend that cats suffer from true diphtheria and also convey it to men. Klein is said to believe that diphtheria is a natural disease of the cat and it has also been asserted upon responsible authority that during wide-spread epidemics of diphtheria, a similar affection of the throat may be found in cats, pigeons, fowls, etc. Dr. Louis W. Sambon, the distinguished authority on tropical diseases, read a paper before the British Royal Society of Medicine, published in *The Lancet*, April 18, 1908, in which he supported, by statistics, the theory that diphtheria is transmissible between man and the lower animals.

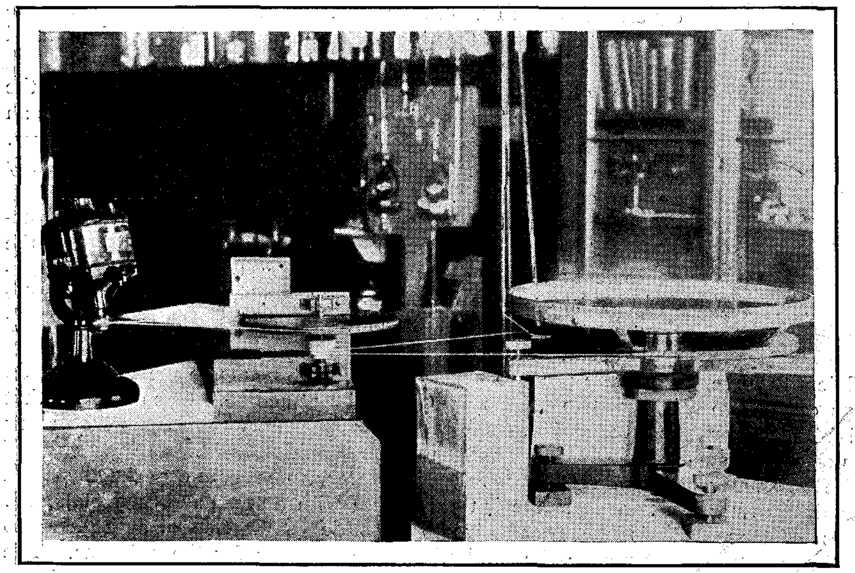
"Even if diphtheria is not contracted by cats, it seems to have been proven in a sufficiently conclusive manner that they will carry the infection and are therefore a source of considerable danger. Cats are known to suffer from other diseases which are transmissible to man, such as scabies and ringworm, and a cat with mange is a fertile agency of infection to the domestic animals of a neighborhood."

OTHER SENSES NOT SHARPENED BY BLINDNESS

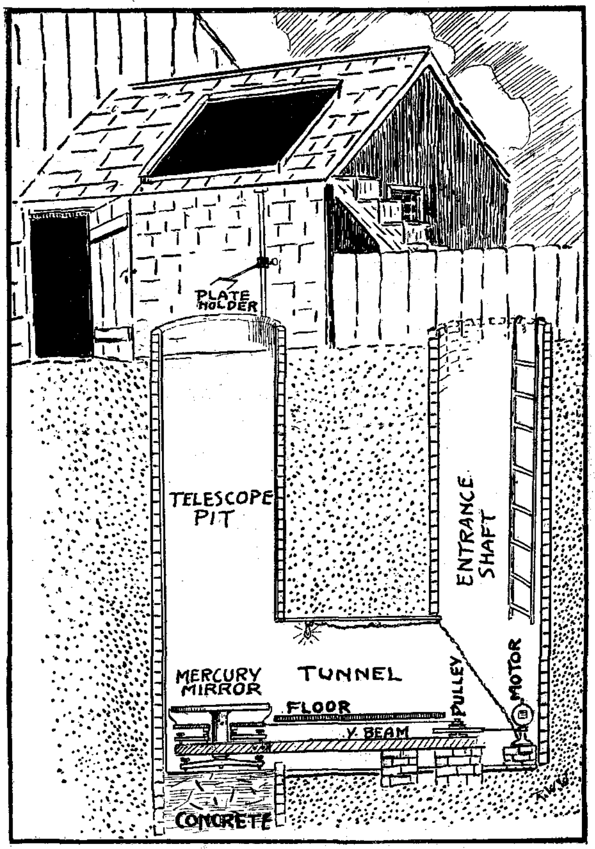
THE prevailing idea that blind persons are unusually acute in their remaining senses, particularly that of hearing, is without foundation, if we are to credit evidence presented in a letter to *Nature* (London, March 11) by John G. McKendrick. Blind people have not acute hearing and touch, he says; but their condition compels them to give abnormally close attention to the resulting sensations. Says this writer:

"It is a prevalent opinion that if a human being is bereft of one sense, one or more of the other senses become more acute, and thus establish a compensation. For example, it is generally believed that the blind have the senses of touch and of hearing, more especially of touch, developed to a degree of acuteness not found in those who see, and that, in this way, the blind find their way about the world with an accuracy that is often surprizing. The blind have even been credited with the ability to discriminate colors by the sense of touch, and some have attempted to support this supposition by an appeal to the sense of heat or cold, possibly, for physical reasons, associated with a particular color. A compensating arrangement has also been attributed to the deaf, and more especially to the deaf-blind. Such notions, however, must be abandoned before the evidence of recent investigations."

The question, Mr. McKendrick goes on to say, has been recently discust in a paper on the physiology of the blind, by Director Kunz, of the Institution for the Blind at Illzach-Mülhausen, Germany, with special reference to the observations of Professor Griesbach, made on a considerable number of blind persons in the institution, and also on pupils in the public schools of Mülhausen of the same age. The results, we are told, are somewhat surprizing. To quote:


TWENTY-INCH MERCURY TELESCOPE.
With speed-pulleys and electric motor.

"As regards perception of the direction of sound, there is no difference between the seeing and the blind. The average distance at which sounds could be heard was essentially the same in both classes. As tested by Zwaardemaker's olfactometer, the delicacy of the sense of smell was rather in favor of the seeing. Griesbach used his own esthesiometer, with parallel pins on springs, instead of the old Weberian method with compasses, in testing the acuteness of touch, with the result that the average minimum distance, say on the tip of the forefinger, etc., at which two points were felt was greater in the blind than in the seeing; in other words, that the seeing had a finer sense of touch than the blind. It is generally supposed that the pulp of the forefinger of the right hand, which is used by the blind in feeling the points in Braille's system of teaching the blind to read, must be very sensitive, but this was found not to be the case. Too high a degree of sensitiveness to touch is rather unfavorable to discriminating the points in Braille's type, and it is curious that when, in the blind, the epidermis of the skin covering the right forefinger becomes thickened by manual labor or by laborious practise in 'reading,' the discrimination of the points becomes easier. It was observed, also, that sometimes in the blind there was a difference as regards receiving impressions between the two forefingers.



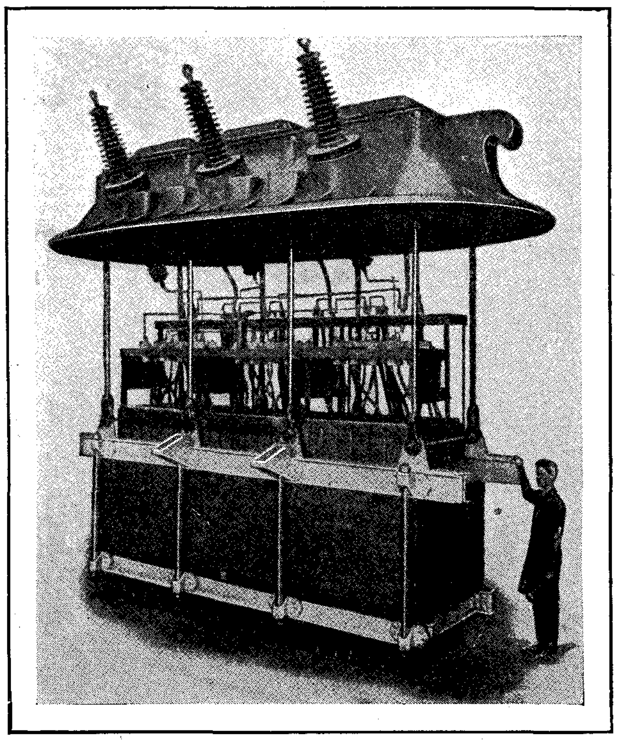
PLAN OF TELESCOPE PIT AT EAST HAMPTON, LONG ISLAND.

"There appears to be no evidence, therefore, that blindness, *per se*, increases the sensitiveness of the other senses, but, on the principle that if one sense is defective the others are likely to be also defective, the other senses, in the average blind, are less acute than in the seeing. How, then, are we to explain the wonderful way in which the blind avoid obstacles and find their way about? It has been supposed that by practise the skin of the face, in particular, becomes more sensitive, or, in other words, that the blind habitually pay attention to currents of air playing on their faces, and especially they may be influenced by sensations of temperature. They say that they 'know' they are near a wall because they 'feel' it, altho they do not touch it. It would be interesting to examine the blind as regards the sensitiveness of the hot and cold spots of the skin revealed by Goldscheider and others. The theory of sensitiveness to the direction and temperature of air currents is supported by the observation that the blind do not so readily avoid an obstacle if the face is covered or even if they are blindfolded. This suggests the question: Are all so-called blind people absolutely insensitive to light? It is also believed that the blind pay almost involuntary attention to the direction and quality of sounds. The blind man 'taps' his stick. When snow is on the ground the blind have difficulty in avoiding obstacles. One must not forget, however, the psychical element that enters into the question. The effort of attention is superadded to the sensory impression. Impressions may reach the sensorium of which we are usually unconscious, but they may be detected by an effort of attention. This was strongly pointed out by Helmholtz. The senses of the blind are not more acute than those of normal people, but the necessities of the case oblige the blind to pay attention to them."

LARGEST TRANSFORMER IN THE WORLD

THE largest electric transformer ever built is described and illustrated in *Popular Electricity* (Chicago, April). The machine, according to this authority, is about 20 feet tall and weighs 120,000 pounds, with the outer casing in place, not including the water which is kept circulating in the casing to cool the interior parts. We read further:

"Some will no doubt ask what such a transformer is for. The question may be answered by saying that a transformer is necessary in order to boost or step the voltage (pressure) of the electric current generated by the dynamos up to a value sufficient to force the current through a long transmission line, perhaps one or two hundred miles, to the locality in which it is to be utilized. Copper or aluminum wire being expensive, as small a size as possible must be used in the transmission line. The smaller the wire the greater the resistance to the flow of current, consequently the transformer is employed to furnish sufficient voltage to overcome this resistance.



LARGEST TRANSFORMER EVER BUILT.

"A transformer is a comparatively simple piece of apparatus, with no moving parts. When two coils of wire are placed one over the other and an alternating current is passed through one of them, an alternating current is set up in the other, altho the two coils are entirely separated and insulated from each other. This is caused by an electrical phenomenon known as induction. This effect is increased if a mass of iron be placed within the coils. If the primary coil, or the coil receiving current from the source, has, say, 100 turns, and the secondary coil has 1,000 turns, the voltage delivered by the secondary will be 10 times as high as that imprest upon the primary, altho the current, measured in amperes, will be only one-tenth that delivered to the primary.

"The above, in brief, is the principle of the step-up transformer. The one shown in the picture takes current from the dynamos at 11,000 volts and transforms it to current at 100,000 volts. Ten thousand kilowatts or 13,400 horse-power of electrical energy pass through its coils when it is operated at full load. Considerable heat is generated in the coils which are kept cool by water in the casing. Approximately 10 miles of wire is used in the secondary winding."

MISTAKES IN SCIENCE-TEACHING

SOME defects in modern methods of teaching the sciences, especially chemistry, are discust in a paper read by President Ira Remsen, of Johns Hopkins, before the American Association for the Advancement of Science, and printed in *School Science and Mathematics* (March). President Remsen, himself an eminent chemist, finds occasion for rejoicing in the fact that the battle for the recognition of science in our school and college curriculums has now been definitely won. He says:

"Now science is recognized; we have laboratories everywhere and laboratory training is regarded as indispensable. It is therefore fitting to ask: What are we doing with our facilities? What results are we obtaining? When the battle was on, men lost their heads—men must lose their heads in order to fight. We thought that if only we could get laboratories, the problems of education would be solved. Is this true? . . . I am convinced that scientific training, when properly conducted, may be of the greatest value as an educational force. This is quite a different thing from saying that that particular thing now known as science training is of great value. It all depends upon how it is done.

"Personally I have been guilty of all the sins possible for a teacher of science. I have been experimenting to find out how to teach chemistry; and it is the most difficult experiment I have ever tried. My own experience in school was very instructive to me, for my own education was most unsatisfactory—in fact, I never was educated. My first experience with chemistry was gained in a course of lectures one hour a week by one of the greatest chemists of this country, Prof. Wolcott Gibbs. Yet from this course I learned nothing. My second experience came when I had taken up the study of medicine. The teacher knew little chemistry, and I was asked to assist him in preparing the experiments for his lectures. He had a large practise, and left me alone to prepare experiments that I had never seen. I am almost ashamed to confess what happened that year—there were explosions and fires and bungling beyond words. I had little or no guidance.

"In my first course the instruction had been 'theoretical'; in the second I had the 'practical' galore. I therefore thought I was an experienced chemist and could go on and take an advanced course. It was a sad awakening when I found that I knew practically nothing of the subject.

"But to return to our theme: Are we doing the best that is possible with what we now have? Do the results obtained justify the equipment and time devoted to scientific study? I am not qualified to answer these questions for the schools; but speaking for the colleges, I may say that in my opinion the results are frequently quite unsatisfactory. . . . . .

"There are two points in which it seems to me we might do better—two defects that might be remedied. One defect is that the student is not subject to enough supervision in his laboratory work. He is very much in the condition in which I found myself when turned loose in the laboratory to prepare experiments I had never seen. He is turned loose with a book, and then left alone. This is not conducive to scientific work. School authorities do not realize the need of enough teachers for the sciences. The head teacher generally expounds the subject and leaves the laboratory work to inexperienced assistants. It is too much work for the professor to have to spend four or five hours a day in the laboratory with the students. If we could get teachers with deep interest in their subject and in their students, it would solve the problem; but in science, as in other subjects, we are not going to find these often. Unless we can find out how to produce good teachers, we shall fail to get the best results.

"The second important defect in the present teaching of chemistry in college is the absence of repetition. There are too many fleeting impressions. There is a little about a great number of things, as oxygen, hydrogen, chlorin, nitrogen, phosphorus—each being treated as something new with no reminders. In language there is much repetition; each new lesson continually connects with the past work. Yet it is only by repetition that we learn. We do not learn a game by being told how to play and then trying it once. Repetition is largely lacking in science-teaching. We cover too much ground. The student gets only a veneer. Knowledge of this sort is not of much use, and the drill given by such study is not effective. We must introduce into science-teaching the drill element that comes only from repetition of the sort that is characteristic of languages and mathematics."

The remedy for all this, as President Remsen says, is the provision of good teachers. This remedy, he confesses, is "unfortunately unattainable at present." In other words, the teaching profession, like all other professions, trades, and employments, is calling for good men, and the demand far exceeds the supply. In the schools, however, this trouble works both ways. Before we can have good teachers they must be properly trained; but before men can be well trained we require good teachers to train them. This is as bewildering as the problem of the hen and the egg. It is consoling to think, however, that one good teacher is able, in a lifetime, to train hundreds of others; so that the leaven, when it starts, spreads very rapidly.

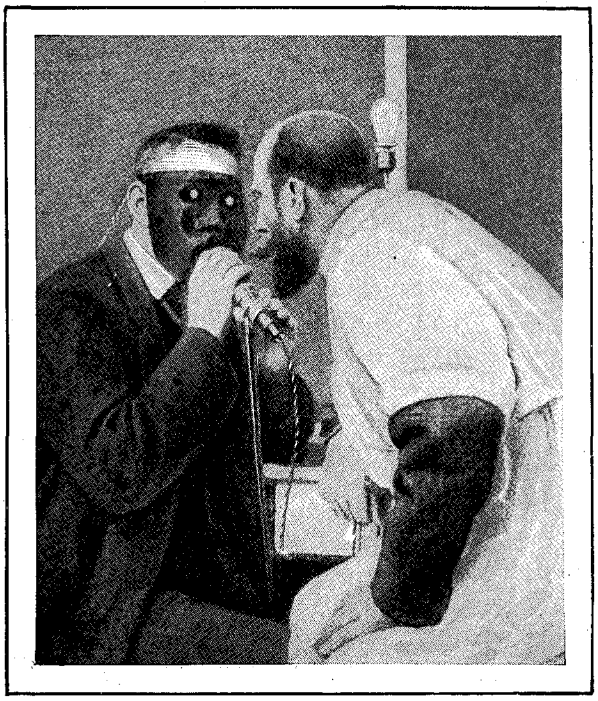
FUTILITY OF THE LIE-DETECTOR

THE electrical device described at length in the daily press as a "machine for detecting lies," and technically called a "galvanic psychometer," is useless as a detector of falsehoods, we are told by a writer in *The Lancet* (London, March 6), altho some very interesting and instructive results may be obtained with it, including a series that may be taken to indicate that the skin on certain of the extremities has electrical properties. Says this paper:

> "A very weak current is passed through the subject whose electrical resistance is indicated by a delicate mirror galvanometer. It is found that variations of resistance occur according as the repose of mind or body is or is not disturbed. Thus, when questions, or words implying questions, are proposed, the extent of the interference with the resistance and the length of time elapsing—generally a few seconds—before the variation commences are considered to give some indication as to the degree of emotion caused, but it must be somewhat difficult to judge between the emotion of horror experienced by a person spoken to about a murder of which he is guilty and that of a totally innocent person suddenly accused. It is pretty certain that the apparatus is useless for the detection of falsehood. Notwithstanding this, many interesting results have been obtained by experiments carried out by Dr. Veraguth, of Zurich. He found that when mind and body were completely at rest there was a gradual diminution of the current. A noise, a light, a touch, reading of an exciting character, mental calculation, or the recollection of some exciting incident, all produced—at the end of a few seconds, which may be called the latent period—a marked increase of the current. Dr. Veraguth made observations on patients with anesthetic regions due to disease of the spinal cord and found that in these circumstances as well as when narcosis had been induced no reflex was produced by tactile, thermic, or faradic excitation. A cat, too, which mewed on its tail being pinched showed considerable increase of current, but when sensation had been abolished by anesthetics no alteration in the current passing was produced by pinching the tail. . . . Dr. Veraguth finds that the alteration in the electrical resistance, which he calls the psychogalvanic reflex, is not due to voluntary or involuntary movements on the part of the subject nor to any differences in the contact of the electrodes, nor to endosomatic electric currents in the muscles, nerves, or glands, but that it is entirely due to the resistance of the skin and is especially marked in the palmar and plantar regions, the special organs in the skin to which alone he has been able to trace the effect being the sweat-glands. He remarks that there is considerable similarity between the structure of the skin of the heel and palm and that of the electric organ of certain fishes, which has the appearance of being a mass of glands."

TO SEE THE BACK OF THE EYE—An ingenious instrument for the examination of the back of the human eye, the invention of Dr. Carl Hertzell, of Berlin, is described and illustrated in *The Graphic* (London, March 6). Says this paper:

> "While it must be considered as an adjunct to the familiar ophthalmoscope, it possesses, nevertheless, separate and distinctive value, and has already served many useful purposes. Essentially, the 'Ophthalmo-Diaphanoscope,' as it is called, consists of a portable cylindrical electric lamp of about 80 candle-power with self-contained tube, providing for water-cooling; at the lower end is an electric lead or wire, which is joined up to an electric-lighting supply-box when the apparatus is in use and current required. The patient places the instrument in the mouth, as far back as possible and against the upper wall of the buccal cavity. The light is then turned on. Viewing the pupil of the eye from the front, the highly illuminated retina is brought before the ophthalmic surgeon, who is able thus to diagnose the appearances of the membranes and pathological conditions of the back of the eye. A black mask is worn by the subject in order that the impression given by the central field of illumination may not be impaired."


From the London "Graphic."
DEVICE FOR SEEING THE BACK OF THE EYE.

MOTION OF PROJECTILES AFTER PENETRATION—The rotation and deviation of projectiles during their flight have been discust by many authorities, but the motion of a projectile after penetrating obstacles seems to have been utterly neglected, except for the special case of ricochetting on water. This motion has recently been studied by two Japanese investigators, Messrs. Terada and Okochi, who have presented their results in a paper read before the Mathematico-Physical Society of Tokyo. Says *Science Abstracts* (London, February 25) in a brief note:

> "Since, if the resistance of the obstacle to be penetrated were so great as to deform the projectile, its subsequent motion would be too complicated for a successful study, the authors in their experiments chose as a suitable resistance a cake of soft putty attached to a piece of pasteboard. In order to record the motion of the projectile paper screens were used along the path of the projectile, which left its traces in the screens. The following are the chief conclusions drawn: (1) In many cases the bullet was deflected after penetration toward the left and below the normal trajectory, contrary to the ordinary drift in air of the bullets with right-handed twist; (2) the lateral impulse received by the projectile during the penetration was parallel to the direction of deflection of the top (or nose) of the bullet; (3) generally, the lower the muzzle velocity the more remarkable is the deflection after penetration."

CHURCH OPPOSING SUNDAY DRINK

ADVOCATES of the "Sunday-opening" clause of the New York State Senate Bill (treated in its secular aspects in our issue of March 27) are not numerous in the religious world. Some ministers in their individual capacity favor the measure. Such are the Rev. Gaylord White, head worker of the Union Settlement, conducted under the auspices of the Union Theological Seminary, the Rev. William Adams Brown, also of Union, and Rabbi Wise, of the Free Synagog. Dr. John P. Peters, of St. Michael's (Prot. Epis.), chairman of the Committee of Fourteen which had the Sunday Saloon Bill introduced in the legislature, is of course prominently identified with the cause. All these men have exprest their sympathy in letters published in the press. The Rev. James M. Farr, pastor of Christ Presbyterian Church and head of the New York Presbytery's temperance committee, has sent a letter to the Presbyterian ministers of New York urging their support of the bill. His letter, published in the New York *Evening Post*, rehearses a variety of considerations in its favor and ends with this appeal:

"I ask that you will study these considerations carefully, and give your assistance to the Committee of Fourteen to secure the enactment of these amendments. The greatest danger of defeating this advance lies with Christian ministers, who, simply saying the one word, Sunday opening, will raise their hands in horror and their voices in denunciation.

"But remember that there is Sunday opening to-day; the town is 'wide open,' and has been ever since the Raines Law was enacted. True, appearances are preserved, the front doors are locked, and the saloons appear decorous enough; but watch the side-doors for even a few moments and you will see women as well as men passing in and out of the little back rooms. The sepulcher is white, but within—— ! and besides this, there is the debasing of an otherwise splendid body of men, the police, through graft, and the promotion of a general contempt for law. Surely this is too high a price to pay for appearances. 'Judge not according to appearance, but judge righteous judgment.'

"Will you not help make things better ? Will you not write your Senator and Assemblyman, and use whatever influence you possess to make this amendment pass?"

The answer to this letter is doubtless embodied in the resolution passed by the Presbyterian Ministers' Association in a meeting held March 31. It says:

"*Resolved*, That we, the Presbyterian Ministers' Association of New York and vicinity, do most heartily approve such features of this bill as tend further to regulate and restrict the sale of intoxicating liquors in cities of the first class, but that we are unanimously opposed to the opening of saloons between the hours of one and eleven o'clock on Sunday, on the ground that such opening is an unwarranted concession to the spirit of lawlessness in our cities; on the ground that such legalization during certain hours contains no guaranty that the laws will be obeyed during restricted hours, except by the good-will of those who heretofore have persistently violated the statutes of this State, and on the ground that the measure, being in the nature of a concession, can not permanently correct the evils which the promoters design to reach; and be it further

"*Resolved*, That the secretary of this meeting communicate the action of this association to representatives from New York City in the legislature of this State earnestly petitioning time to oppose this feature of the Brough Bill, and that this action be published in the city press."

In opposition to the bill are such New-York journals as *The Observer* (Presbyterian); *The Examiner* (Baptist); *The Christian Advocate*, *Christian City*, and *Epworth Herald* (Methodist). *The Christian Advocate* prints a summary of the elements for and against the measure, as follows:

"The saloon-keepers *want* it. The distillers *want* it. The brewers *want* it. The owners of the property rented for the use of saloons *want* it. The drunkards *want* it. The men and boys who are becoming drunkards *want* it. Many untutored youth *want* it because their comrades *want* it. Loafers whose only congenial place is a barroom or its vicinity *want* it. A class of drummers who wish to see their patrons, who buy more freely after they have drunk a few glasses and heard or told the stories that tongues loosed by rum roll off, *want* it. Lower-down politicians find that in the barroom on 'a quiet Sunday' they can put in much of their work.

"A certain type of lawyers who hang around on Monday mornings to get a chance to defend the drunkards of the preceding day, *want* it. The keepers of houses where each sex tries to deprave the other—knowing that as the night draws near and the long evening begins, the man who if he were quite sober would never patronize them, will be the more likely to risk all that is valuable—*want* it. Certain ministers *want* it—a very small number—some of whom have a twist in their understanding, and others seem to seek conspicuousness and a certain kind of popularity which is gained by opposing the general sense of the Christian Church. A few ministers who, on account of the violations of the present law, are led to believe that it can not be enforced, and choose what they call the less of two evils, *want* it. Certain Europeans who have been accustomed to a Continental Sunday and are unwilling to adapt themselves to American usages, *want* it. The police *want* it, to escape the trouble of enforcing the Sunday law."

Opposed to this are cited those who do not want it:

"The wives of men who are sure to be away on Sunday if the saloons are open, and liable to return late at night much the worse for drink, do *not* want it.

"The children of such men, unless already corrupted by parental example, do *not* want it.

"A vast majority of the moral and religious part of the community, including all Christian denominations, do *not* want it."

Here is the list of those "who do not care which way it goes":

"Quite a large number that take no interest in anything that does not directly affect themselves.

"The class who are afraid to offend anybody.

"Some pessimists who think that as it has been and as it is now it will ever be.

"And many hard-working people who are afraid that they will lose custom if they get the liquor-sellers 'down on them,' do not care enough to oppose it openly.

"'Grafters' among the police do not care much, since they can still go on allowing those licensed to sell to do it out of hours, and those who are not licensed to continue undisturbed."

The New York *Observer* makes this comment on Dr. Farr's letter:

"'The saloon-keepers will not obey the liquor law on Sunday—therefore pass new laws which will give them what they want without becoming criminals.' Strange reasoning this to come from an Episcopal clergyman and a Presbyterian elder. 'The police will not enforce the Sunday liquor law—therefore abolish it.' Such a conclusion smacks of anarchy, not government. 'Let the saloons sell liquor from 1 to 11 P.M. Sunday and the proprietors will obey the law the rest of the day.' This is taxing credulity too much. The anti-Sabbath bills should all be killed in the legislatures—the entire dozen of them. It is a time when friends of the Sabbath, lovers of their kind, should get together, work together, and pray together for that spirit of righteousness which exalteth a nation."

The Examiner asks why the business of liquor-selling should be singled out for special privileges. It adds:

"As Dr. MacArthur said last Sunday: 'They have not shown generosity, humanity, patriotism, or religion in their methods. Why should they be favored over drygoods-stores, butcher-shops, groceries, and the like ? What has the saloon done to entitle it to stand in a class by itself?' There is no answer to these questions. The plea that because it has been shown that the present law can not be enforced—a statement which we deny—therefore a law should be passed that can be enforced, might be urged with equal force against the present laws forbidding murder, arson, and burglary. It is the plea of impotence. The remedy for the evil does not lie in abolishing the law against Sunday liquor-selling, but in the awakening of a sturdy public opinion which will insist on the enforcement of the law as it stands. 'Unconditional surrender' is the only reply which should be made to the demands of the liquor-seller. He is entitled to no other."

THE INEFFICIENT MINISTER

DR. PRITCHETT, of the Carnegie Foundation for the Advancement of Teaching, has attracted wide attention to his last annual report by remarks upon the economic difficulties of the modern preacher. He observes that unless the solution of the Roman-Catholic Church is accepted, under which preachers are celibate priests and draw their support from the Church, neither preaching nor teaching can be considered independent of economic relations to the social order. The altruistic motive may be applauded, but the facts teach us that the ablest men go elsewhere for their life professions. He declares that "the low standards of admission, coupled with the multiplication of sects and church-buildings, have brought into the profession of the ministry a large number of ill-trained men, and have at the same time brought down the financial recompense of the minister to a very low basis—the basis, indeed, of the inefficient man." He writes further:

"Much has been said in recent years of the decay of churches, and the weakening of church ties, particularly among Protestants. Many explanations have been given of this tendency. No doubt many factors have a share in the result which we see. Among these one of the most evident is the inefficiency of the ministry, due in the main to low standards of admission. In the Protestant churches, where the power of authority has largely passed by, the work of the church depends on the quality of the religious leadership of its preachers. The efficiency of this leadership is low. In the small towns one finds the same conditions as exist among lawyers and physicians. Four or five ministers eke out a living where one or two at most could do the work efficiently. Like the doctors of their villages, these men concern themselves with chronic cases and specific remedies, while the great problems of the moral health of their communities go untouched.

"The old mother church has pursued a more far-sighted policy in this matter than the majority of her daughters. She requires of all her priests a long and severe training. However one may criticize the kind of education which they receive, or the large factor of loyalty to the ecclesiastical organization which forms part of it, the wisdom of the requirement is unquestionable. To it is due in very large measure the enormous moral power of the Roman-Catholic Church throughout the world, particularly among the great masses of working-people in the cities, where Protestantism has been so markedly ineffective, partly, at least, because of defects that an adequate modern education would go far toward remedying. . . . . . .

"It is impossible to estimate how much the cause of religious progress is delayed by the fact that a great proportion of the men who assume, as representatives of the Christian denominations, to take the place of religious leaders, are unprepared for such leadership, are untrained in the fundamentals of theology, in the elements of learning, in knowledge of mankind, in the interpretation of life from the religious rather than from the denominational standpoint. Meager as are the salaries paid, they are in many cases equal to the service rendered. In this situation the public is profoundly interested.

"The public can form no sound conclusion whether a Methodist or a Baptist is likely to be the more efficient religious leader any more than it can determine whether a homeopath or an allopath is the more likely to be an efficient practitioner of medicine. Of one thing only it can be sure, and that is that whether a man undertakes to lead in one religious organization or another, he ought to have grounded himself in the fundamental studies which lie at the basis of all religious teaching, of all intellectual and spiritual leadership. Training counts for as much here as in any other human relation.

"The raising of the efficiency of the profession of the ministry rests largely in the hands of preachers themselves, just as the raising of the profession of the law rests with lawyers, and the raising of the profession of medicine rests with physicians. That the effort presents for any particular Christian organization serious social, administrative, and economic difficulties can not be denied. That the advancement of religious influence in the lives of men rests in large measure on this effort seems equally clear."

DR. HENRY S. PRITCHETT,

Who asserts that "meager as are the salaries" paid to ministers, "they are in many cases equal to the services rendered."

These statements led a daily paper to seek rebuttal or confirmation from Dr. Aked, of the Fifth Avenue Baptist Church, and his words, reproduced in *The Christian Work and Evangelist* (New York), are a practical confirmation of the charges. He writes:

"I should think that Dr. Pritchett is quite right when he says that the profession of the preacher has not kept pace with the enormous advance in popular education. In that respect he does right to contrast the ministry with the progress made by the professions of law and medicine. He insists that the ministry has relatively retrograded. His opportunities of forming a judgment have been greater than mine. Personally I should think that he is right. When he says 'The standards of admission to the ministry have not kept pace with the general progress,' he puts his finger upon one secret of the whole trouble.

"Few things are more grievous than the spectacle of really intellectual, highly educated, devoted young men turned back from the ministry. A ministerial friend of my own vouches for the truth of this statement, which he makes from his own personal knowledge of the university in question. Man after man of great ability and great attainments and high character, intending to devote himself to the ministry, before his university career closes has changed his mind and gone into law or railroad work or journalism and literature or something else, simply because he was too big a man to pass through the miserable little wicket gate set up by the keepers of the denominations. These men have felt themselves called to maintain the orthodoxy of the churches, a narrow, stupid, stodgy, little orthodoxy, out of harmony with our modern thinking, denied by all that we know to-day under the continuous operations of the Living Spirit of God. Men who respect themselves, real men, men who have it in them to do some good in the world, are not going to stultify themselves by submitting to the absurd little tests which these absurd little men propose.

"Certainly; I can give you an instance which came under my own observation. There is in this city what is called a Permanent Council of a certain denomination. This council decides whether a candidate for the ministry shall be ordained or not. I have been present on more than one occasion; I have seen at least one young man, university-trained, of conspicuous ability, bearing a name honored in his own denomination, badgered by the most belated questions about the beliefs which ought long ago to have been relegated to the junk-heap. It made me sick to hear men asking questions about the doctrine of everlasting punishment and about the verbal inspiration of the Bible and about things that a decent man ought to be ashamed to bring up for discussion in the twentieth century. The fact is that only little men with little minds in little positions can afford to give their time to this sort of folly, and they like it. I do not mean in one denomination or in another, but speaking generally of the denominations, the really able man, such as Dr. Pritchett wants to see in the ministry, is not going to submit to such nonsense."

Dr. Aked further declares himself against the waste of men, of machinery, and of money, through our denominational system, and he thinks that "the good sense of the American people will sooner or later insist upon the modification of sectarianism in the direction of unity."

WHAT TEXAN PREACHERS CAN DO

A TEXAN preacher has illustrated the truth of what one of Alfred Henry Lewis' characters says: "It's no fun to get a preacher down on you. One of 'em can throw stones enough to smash every window in Tammany Hall." Last November a Methodist preacher of Dallas introduced into the pastors' association of that city a resolution asking for a committee "to seek legal advice and consider the best methods for the elimination of the objectionable features of race-track gambling from the Dallas fair." The committee brought forward a paper by the Rev. J. Frank Norris, editor of *The Baptist Standard* (Dallas). According to Rev. J. Frank Smith, who describes the crusade in the Chicago *Interior* (March 25), Mr. Norris showed "that the city of Dallas owned the fair and pocketed the profits of gambling—was willing to take the book-maker, the tout, and the other trains of objectionables outlawed from other States, and permit them to prey on the public for gain, and would imperil the youth, the manhood, and the womanhood of the State for a part of the proceeds of the betting-booths." The great dailies, it is said, refused to print the article, "claiming that it was too drastic, too lurid, false, unparliamentary, and a lot of other terrible things." But a new afternoon paper—the Dallas *Dispatch*—seized the opportunity and doubled its output, sowed the city with 20,000 copies of the address, and stirred up the religious organs of all the leading denominations of the Southwest. The account goes on:

"A strong, dignified appeal from the committee of ten having in charge the campaign, was issued next, addrest to all our citizenship, calling men of all vocations to help free the State from the legalized gambling-meets that were rapidly multiplying in Texas as the older States drove the gamesters farther toward the rim of ruin. The country press took up the cause. Hundreds of the weeklies volleyed and thundered. Our big papers, as is the usual fact with such journals when concrete local morals are involved, were practically of little value. Some tried to damn the movement by stolid indifference; others indirectly assailed it by publishing adroit editorials deprecating the return of 'blue laws,' holding forth the impossibility of legislating virtue into folks, and especially exhibiting the bogy-man of church interference with the affairs of State. Still others viciously assailed the whole remedial program outright and unblushingly.

"If these journals could not be made to side editorially with decency in the battle, however, some of the best guns of the campaign were shotted with their own ammunition. Files were dug up and column after column of fierce indictments against the race-tracks extracted from their news pages. In reporting the results of race meets in other years they had given out more lurid accounts of 'betting newsboys' and 'grand-stands packed with gambling men and women' than the preacher's attack had contained at the worst. This material was used against the dailies terrifically. . . . . . .

"Later on, after the Lower House of the legislature had passed the Antigambling Bill overwhelmingly, the business interests saw that they must come out into the open or meet their Waterloo. They did both. The Chamber of Commerce called a meeting of the citizenship who favored the fair; of course, it was really called for those who favored gambling at the fair. There the deeps of fear were uncovered. Not daring to defend gambling, the speakers impaled and then hooked to pieces the preacher leaders of the movement. The meeting voted to send a hundred men to Austin to protest the passing of the Antibetting Bill. It sent also an invitation to the legislative body to visit the city, agreeing to pay all expenses. The committee that carried the protest claimed it was backed by forty millions of wealth. The invitation was accepted. In two special trains the law-making body came and was feasted and flattered for two days, while the subject of gambling on race-tracks was presumed to be shelved.

"But scarcely had the departing trains of the visitors got out of the city returning to the capital when hand-bills were flying calling for those business men who favored the killing of track-gambling to assemble. The other crowd had threatened to write over the beautiful entrance to the fair grounds: 'Killed by the Dallas preachers.' But this meeting showed that there was somebody else in the fight. Even the friends of the crusade were surprized at the outpouring of the Christian and moral manhood of the city. Not a preacher spoke. Mighty laymen by the hundreds indorsed the preachers' fight. With one voice they called on the lawgivers of Texas to join the sisterhood of legislatures putting the ban on what the friends of gambling delude themselves into calling their 'gentlemanly speculation' and 'the sport of kings.'"

Last stage of this eventful history: "A company of men representing the best in the city's life appeared at the capital as champions of fairs without gambling." The Senate now had the matter, and against the reform measure was "one of the most determined men in the body who once before spoke eleven hours to kill a bill he didn't like." Both sides were nervous, yet both claimed votes enough to win. To resume the narrative:

"But five Senators were really supposed to be astride the fence. The 'preacher lobby,' so named by the champions of the gambling-element, not only watched and prayed but got busy. In a whirlwind campaign among the constituents of those doubtful Senators they speedily piled up $200 worth of telephone tolls and over $100 in postage bills. The constituents of the Senators were 'put next,' as the politician would say. It was their turn to take a hand. They did so. Letters, petitions, telegrams, deluged the desks of the members of the Upper House. Race-track gambling was killed dead before the vote was taken. Its day of judgment had come. No wily president of the Senate, no resolute minority skilled in dilatory tactics, no powerful lobby of seasoned politicians could save it.

"March 5 saw Texas win out. The victory came against almost as great odds as those that Houston and the makers of the Lone Star Republic faced long ago. Standing out prominently in the ranks of those to whom the laurels belong are two Dallas preachers—Rev. W. D. Bradfield, a Methodist, and Rev. J. Frank Norris, a Baptist. Before committees of business men, bankers, breeders, legislators, and innumerable individuals, self-appointed cursers and critics, they stood like stone walls—stood, fought, smiled, and triumphed. All Texas honors the two who put more than 10,000 to flight."

CHURCH AID TO HOME-OWNING—Church institutionalism seems lately to have developed a new phase in a project to help men build homes. The conception, of course, is not new, being merely an adaptation of the building-and-loan-association idea. The project was presented in an address by Charles L. Seibert before the Men's Club of the Sussex Avenue Presbyterian Church in Newark, N. J. An account of Mr. Seibert's proposition, published in the New York *Evening Post* (March 20), runs as follows:

"His subject was the 'Building and Loan Idea in the Field of Church Extension.' Among other things, he advocated the accumulation of a fund, controlled by a church committee—this committee to be composed of business men of sound judgment—to advance money temporarily to home-seekers. In brief, this plan would enable the home-getter with no money to borrow from the fund at a low rate of interest—3½ or 4 per cent.—the amount required by a well-managed building-and-loan association as owner's equity, giving the fund committee a second mortgage. The building-and-loan association has the first mortgage, and when the amount paid in on shares and profits accrued equals this second mortgage, the money is returned to the church fund and the association still has the equity it originally demanded. Mr. Seibert writes that this scheme has been successfully carried out in a modest way by men who had comparatively little money at their disposal, thus showing conclusively its practicability. The idea of money-making must be excluded from the plan, and it must be surrounded by all business safeguards (the return of the money being insisted on), thus taking all purely eleemosynary features out of it, making it uplifting and self-respecting."

LITERARY ORIGIN OF IRISH BROGUE

THE Irish "brogue" that is often only a source of amusement to us is, it is said, really a survival of the best English diction of Elizabethan days. The speech of that day became fixt in Ireland when the great landowners established themselves on their plantations. The Irish people, says Walter D'Alton in the Dublin *Leader*, "took the best, the most literate, and cultivated English, and if they didn't keep it altogether, they at least kept more of it than England herself has done." If Spenser should to-day wander through Irish fields, he would, thinks this Irishman, "follow most of the people's talk and be understood by them." And this, it is added, would be much less likely to happen to him in his native England. "Other Englishmen besides Spenser would probably bewail the change if they reflected that with the lost vowel-sounds a great deal of the music of Spenser's elegant and stately verse has been lost also." A little research into Spenser, Chaucer, and other early writers brings out abundant precedent for the brogue, as the writer shows:

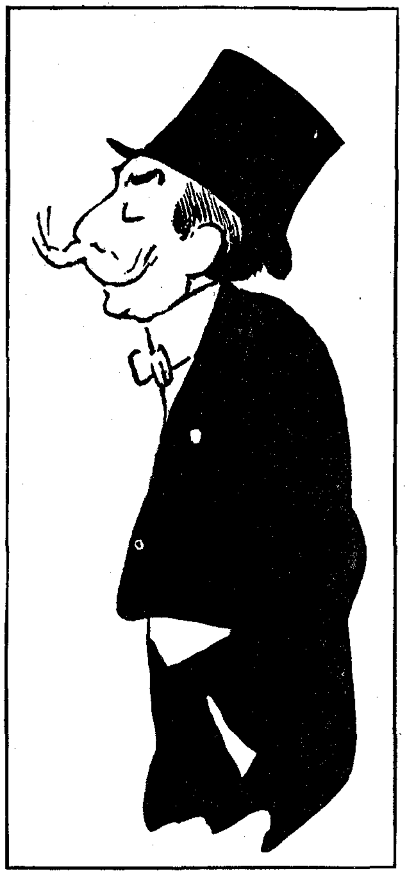
"Let us see what this 'brogue' is. We say that a person is a 'threasure.' Spenser uses the word; any one can find it in the 'Faery Queene,' Book II., Canto VII.—24. We hear it said of an obstinate man that he is a 'contra'yry fella.' 'Contrary' is 'contra'yry' in Spenser ('Faery Queene,' Book II., Canto II. —24), and 'fella' for 'fellow' is in Chaucer (Prolog, several places). The Irishman who says he was 'afered he'd be kilt' is a subject for mirth. 'Afered' is in Spenser (same book, Canto III.—45); it is also used by Chaucer; and Chaucer also uses 'kilt' and not 'killed.' Not often, but still sometimes we hear 'nostrils' pronounced 'nosthurles'; Chaucer has the latter in the Prolog. We speak of the 'fithele' for the fiddle or violin, and we have it also in the Prolog. When a man is upright we call him a 'starling man,' and Ben Jonson rimes the word with 'darling' in one of his plays ('The Fox'). We often heard, 'he grutched me what I axed'; 'grutched' for 'grudged' is in Spenser's 'Faery Queene,' and 'axed' for 'asked' is Chaucerian ('Knightes Tale,' 489). Some twenty years ago in England the best educated and fashionable people took to dropping the final g of the present participle. They spoke of runnin', walkin', standin', thinkin', fightin', and so on. Quite possibly in setting this fashion they knew that they were reviving a sound historic pronunciation. But it may be taken for granted they did not know that the Irish people had never lost it. 'Hond,' 'lond,' and 'brond' for 'hand,' 'land,' and 'brand' are frequent in both Spenser and Chaucer. I know that 'hoult,' 'boult,' and 'dure' for 'hold,' 'bolt,' and 'door' are right, but I can not find the exact authority. A Tipperary man says he is 'agin' the 'peelers,' and Chaucer would quite understand 'agin' tho such a recent word as 'peeler' would certainly bother him. We may cite one or two later and less classic authorities than Spenser. It is perfectly right to talk of 'Dane' Swift, as we have the authority of Swift himself for it. Every one knows Cowper's lines:

I am monarch of all I survey,
My right there is none to dispute,
From the center all round to the 'say,'
I am lord of the fowl and the brute.

"When Izaak Walton published his great work there is no doubt whatever it was pronounced in every sense, the '"Complate" Angler.' Complete is 'complate' in Pope's 'Essay on Man.' In the same poem, 'fault' is 'faut.' In what I have written, I had no intention of limiting my remarks to particular words. I rather wanted to indicate a whole system. 'Complate,' standing crystalized in the best accepted classical English, has plenty of its own company. Here are a few: 'chate' (cheat), 'bate' (beat), 'tay' (tea), 'concave' (conceive), and the rest. 'Kilt' has numbers of words like it. With a little more competency and some leisure, any reader might make this vindication overwhelming."

THE MANHATTAN OPERA SEASON

THE prevailing taste in opera and operatic art in New York can hardly be gaged by Mr. Hammerstein's season just closed, says Mr. Richard Aldrich in the New York *Times*. So far as the choice of operas is concerned, much seems to have depended on the special talents of the company that the Manhattan Opera House commands. Otherwise there would be something to cause amazement in the fact that such standard operas as "Faust," "Carmen," "Aïda," and "Il Trovatore" were almost strangers to this season's roster there. "Faust," the best known, was not sung at all; "Carmen" and "Aïda" were produced twice each, and "Il Trovatore" only once. The old Italian operas will have gone altogether next season, it is said, and with them, as is already known, Mr. Campanini—"the remarkable man who has done so much in achieving results and conquering success for the first three seasons at the Manhattan Opera House." It is seen that fifteen Italian works (classing "Huguenots" as such) were produced, and ten French works (including "Salome"), during the season of twenty weeks. But the French were found to be the more profitable and they win the day. The season "was not of large importance in so far as its productions were concerned," says Mr. Henderson in *The Sun*. The repertoire "depended largely upon the needs of the two prima donnas who dominate the company." Of Mary Garden, who has "proved herself to be far and away the most valuable possession of the Manhattan Opera House," we read:



From "Musical America," New York.

CARICATURE OF ANDRÉ MESSAGER,

The present conductor at the Paris Opera, who is frequently mentioned as Campanini's possible successor at the Manhattan.

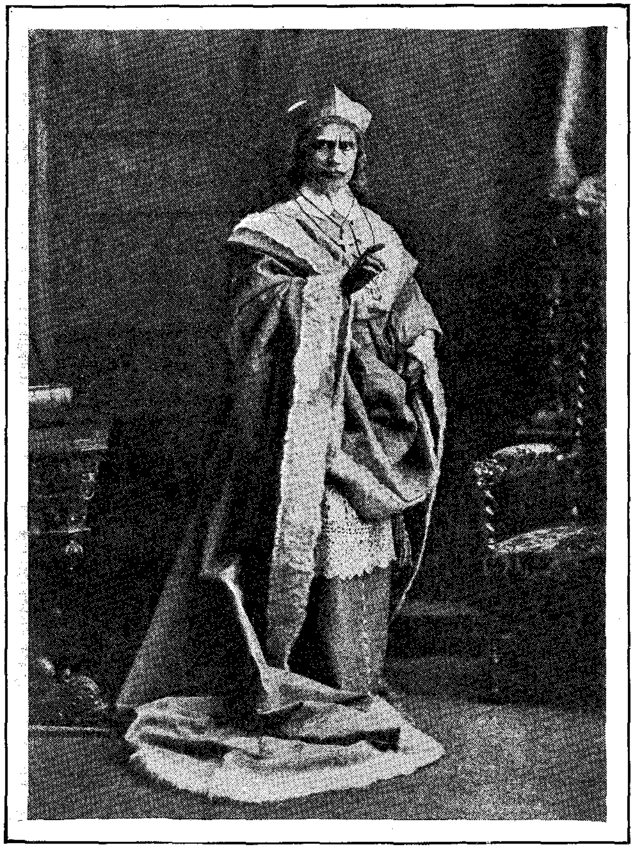
"In the season of 1907-8, for example, 'Thaïs' was only a moderate success, but in the past winter the rapid growth of Miss Garden's hold on Mr. Hammerstein's public placed Massenet's opera among the most profitable features of the repertoire. It was therefore not at all astonishing that he produced another Massenet work with this prima donna in the center of the stage.

"The alteration of 'Le Jongleur de Notre Dame' so as to permit Miss Garden to sing a part originally written for a tenor was not a matter unduly to trouble the conscience of any one engaged in operatic enterprise. The opera had the further argument in its favor that it contained an attractive rôle for Mr. Renaud, who was so happily associated with Miss Garden in 'Thaïs.' . . . . . .

"The noisome work of Richard Strauss was the best advertised opera in the world. It had been discontinued after one performance at the Metropolitan Opera House on the ground that it was unfit for publication. Mr. Hammerstein has no directors or overpowering number of interested box-holders to dictate to him. He is in a position to do as he pleases about any opera. He dearly wished to secure the new 'Elektra' of the same composer. Consequently he decided to put on 'Salome,' especially as again it offered a solution of the oft-recurring problem of what to do for Mary Garden.

"It was obvious that Mr. Hammerstein must decide to produce the work in French, for he had the singers to give it in that language, and not in German. Furthermore, it must frankly be admitted that altho Strauss set his music to the German text, the thing is French in essence and in style and it fits altogether better a French atmosphere.

"Miss Garden spent much time and labor in learning how to dance like Isadora Duncan, and her dance, a really artistic creation, proved to be a most brilliant incident of the 'revival.' If she had learned a real dance of the seven veils, or some sort of an Oriental dance which would have been perfectly in keeping with the spirit of the scene, she would doubtless have achieved a larger artistic effect, but probably the general public would not have liked it any better and the police might have sat up and taken notice."



EDWIN BOOTH AS "RICHELIEU."

The character has never been "fully manifested," says William Winter, since Booth left the stage.

The gentle fading away of "Pelléas et Mélisande" might be made the subject of much comment, this reviewer declares, but he does not think the matter worth it. "This singular and spineless creation lost its hold on public interest as soon as first curiosity was satisfied." Not even Miss Garden could make people "sit through its atmospheric intangibilities and its musical-spectrum analyses." Mme. Tetrazzini's star does not seem to hold its earlier place in the firmament. "Lucia" is said to be the only work in which she has aroused real interest. The following table shows the number of performances accorded to each opera, the works being named in the order in which they were brought forward:

Tosca	5	Tales of Hofmann	7
Thaïs	7	Otello	6
Sanson et Dalila	6	Pelléas et Mélisande	4
Il Barbiere	3	Crispino e la Comare	3
Lucia	7	Salome	10
Huguenots	2	Aida	2
Carmen	2	La Sonnambula	3
Le Jongleur de Notre Dame	7	Louise	5
Cavalleria Rusticana	5	Puritani	2
Pagliacci	4	Il Trovatore	1
Rigoletto	5	Princesse D'Auberge	3
La Traviata	5	La Navarraise	1
La Bohème	5		

"Doubtless Mr. Hammerstein realizes as well as his friend that he will have to find new material for next winter. 'Pelléas et Mélisande' is unquestionably done. How long 'Salome' will last after curiosity begins to flag is still a question, but experienced observers of opera have no belief in the permanent attraction of works which rest on sensational elements for their potency."

WHITMANISM IN JAPAN

THE Japanese poet, Yone Noguchi, has joined Walt Whitman in "hating literature." He tells us this in the Tokyo *Times*, quoting Walt's observation that he felt about literature as Grant did about war. He hated it. Walt "reckoned" he was not made to understand the scribbling class—and granted that perhaps they were not made to understand him. The class with which he seemed to have so little sympathy were the New-York "literary fellers" as he called them. "New York gives the literary man a touch of sorrow," Walt said, "he is never quite the same human being after New York has really set in; the best fellows have few chances of escape." These reflections are quoted by Mr. Noguchi from Horace Traubel's book on "Walt Whitman in Camden," and the Japanese poet finds parallels not only between his own feelings and those exprest by Walt, but between the effects of the literary life of New York and of Tokyo. He writes:

"Isn't it so in our Tokyo literary life? And so it will be in any city. The city kills one's spirit first, and gives him food afterward. There is little chance for any great soul to be recognized among his contemporary literary men. So it will be in the future as it was in the past. Walt remarked: 'I do not value literature as a profession. I feel about literature what Grant did about war. He hated war. I hate literature. I am not a literary West-Pointer; I do not love a literary man as a literary man, as a minister of a pulpit loves other ministers because they are ministers; it is a means to an end, that is all there is to it; I never attribute any other significance to it.' His real greatness is in it!

"There is a page in the book which tells you of his enviousness for the wild, free life of a tramp who knocked at his door one day. His mind was perfectly stirred for some while. The open air and wild grasses called him eternally, and he struggled to be free from every clutch of conventionality. His aim was to sing the song as a star—the old simple song of truth. His message was to make the world and life rise from sophistication, and let them return to the old sane primitive state. He looked upon them through Adam's eye. By the way, 'Children of Adam' is the core of his message.

"I think quite often that Saigyo, the wandering poet of Japan of the Kamakura period (1186-1332) might have been a Whitman if he had been born under different climes. Our Saigyo left the world and life through Buddhism, and returned to Mother Nature. And he was Oriental. To be pessimistic in Japan was regarded as a virtue. He was a little pool against the great river of Walt Whitman, but the pool and stream reflected equally the star and moon in their own breasts. Both of them were a clear mirror reflecting the beauty and wisdom of the world and life in their own ways. Whitman represented the light of day, while Saigyo the darkness of night. But the light and darkness are the same thing after all, are they not? They were poets of the same cast, and grew differently and blossomed with different flowers. And also I think that the comparison of Whitman and our Basho, another wandering poet of the seventeenth century, would be of no small interest. Basho left the lines when he died:

Laying me ill in a journey,
Ah, my dreams
Run about the waste of the field.

"And Whitman's pathos of his last years is: 'I am an open-air man; winged. I am an open-water man; aquatic. I want to get out, fly, swim—I am eager for feet again. But my feet are eternally gone.'"

Walt is a good remedy to apply to the Japanese troubles of the Pacific coast, this native thinks. He adds:

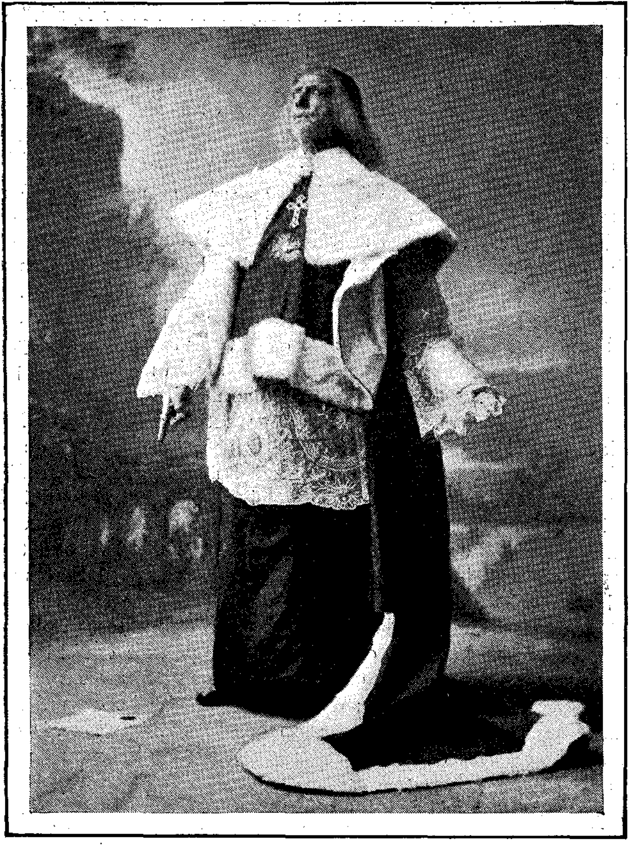
"To-day, when our brethren in the Pacific slope of America are insulted by the white laboring men, and even a Japanese exclusion law is talked about, it would be interesting to quote what he said upon the immigration question. He remarked: 'Restrict nothing—keep everything open; to Italy, to China, to everybody. I love America, I believe in America, because her belly can hold and digest all. . . . If I felt that America could not do this I would be indifferent as between our institutions and any others.' Indeed, it is true and strong Americanism. Gorky is chronicled to have said that the salvation of America will come only through Walt Whitman. Not only for America. He is the prophet and poet for any country of the world. He will blow off any mist of prejudice and pettiness of conventionality. I am glad that I am acquainted with him."

RICHELIEU AND THE GHOSTS

GHOSTS of an earlier theatrical generation are plentifully evoked to walk with Mr. Sothern and Mr. Mantell in the play of "Richelieu." Our older critics sigh, "Ah well, there was a day!" then go on to tell their rosaries—Booth, Macready, Forrest, McCullough, Barrett, etc. It is nothing to them that the players of our day can please in a musty old part. Mr. Fyles, who writes for *The Evening Post* (New York), looked on at Mr. Sothern's first performance and found to his regret that many of the audience were apparently well pleased, but—cold water!—"the probability is that the enthusiasts were mostly young theater-goers, who had never seen the piece enacted amid more favorable conditions." If the piece draws applauding audiences to Daly's and the New Amsterdam theaters, it seems to indicate some power in our modern actors. The writer in *The Sun* (New York) admits that the part of the *Cardinal* is "one of the best acting character parts in all the range of English drama," but also sees that as drama it is as hopeless as some of Shakespeare:

"Yet, despite it all, the *Cardinal* is a great acting part. Mr. Sothern never does anything badly. He has too many natural gifts and too great intelligence for that. He has some fine moments in 'Richelieu.' Yet it would be misleading to say that the part of the soldier priest is one of his very best. This celebrated son of a famous sire is a little too much himself in this part."

Mr. Winter, who is always interesting when reminiscent, thinks it fortunate that a wide difference of opinion exists as to the province of drama and as to what should be considered the essential constituents of a great play. He goes on:



ROBERT MANTELL AS THE CARDINAL.

The best representative, says a critic, "because he possesses the deep heart, the large experience of life, the philosophy, the repose, and the power that are imperatively essential."

EDWARD H. SOTHERN, THE LATEST TO ASSUME THE RÔLE.

"The comedy of 'Richelieu,' which has held the stage for seventy years, contains action, story, character, situation, suspense, contrast, and picture, and it blends humor and pathos. The central character—unique, sympathetic, essentially human, and continuously interesting—is a great man, whose inspiring motive is patriotic devotion. No actor since Edwin Booth left the stage has fully manifested *Richelieu*. Macready, the first representative of the part, was long considered supreme and incomparable in it; but the veteran John Ryder—who came to America with him, and acted with him, and idolized him—said to Edwin Booth, after seeing Booth's *Richelieu*: 'You have overthrown my idol.' Forrest was, of course, effective in it; John McCullough, Lawrence Barrett, and Henry Irving gave admirable performances of it—that of Irving being notable for an artful infusion of the French temperament and quality; but no one of those performances rose to the grandeur which invested the embodiment of the *Cardinal* given by Edwin Booth. That performance was perfect; it enthralled every beholder, and it will dwell forever in the annals of great acting. The best representative of *Richelieu* now on our stage is Robert Mantell—the best, because he possest the deep heart, the large experience of life, the philosophy, the repose, and the power that are imperatively essential. That statement is not made in disparagement of Mr. Sothern—but only in explanation of judgment. It is inevitable, when two prominent actors appear at the same time in the same character, that a comparison of their performances will glide into the observer's thoughts. In one particular Mr. Sothern has the advantage: in his performance of the *Cardinal* there is a little—tho very little—more of that deliberation and that attention to detail which are vitally essential to the effect of the part; but he has only recently assumed *Richelieu*, and his personation, not yet developed, lacks that inherent majesty of soul, that simplicity of demeanor, and that overwhelming power which are so prominent and so right in the performance given by Mr. Mantell."

So often we hear leveled against our players the charge that they are thoroughly incompetent to assume parts in the romantic drama that *The Sun* writer's assurance that Mr. Sothern's company is "competent" is grateful news. Mr. Sothern, he says, "is luckily not one of those stars who believe that their own brilliancy shines the more resplendent from being surrounded with incompetent players in subordinate parts." But the writer in *The Evening Post* snatches this comforting solace away from us. Mixt with a little homily on acting we are shown how bad Mr. Sothern's people are—or we are shown how diverse critics may be. Each member of the cast is called "hopeless" or a "nonentity," or "grotesque," or is curst with faint praise, and we are assured sweepingly that "the representation as a whole was a melancholy exhibition of how not to do it."

TWO VIEWS OF THE THEATER TRUST

OUR theatrical management is again coming in for one of its periodical airings. Mr. Marc Klaw, of the firm of Klaw & Erlanger, gives an interesting story of the rise and development of the "syndicate." To illustrate the effectiveness of its organization, he tells how the last tour of Sir Henry Irving, covering thirty weeks and a wide territory, was arranged during a Saturday-to-Wednesday visit from England of Sir Henry's representative, Mr. Bram Stoker. Sir Henry thought the syndicate must have a "wonderful plant" to arrange the tour so quickly. Mr. Klaw replied that the "plant consisted largely of lead-pencils and rubber-erasers," and that Mr. Erlanger and he often referred to the institution as the "rubber trust." He thus describes in *The Saturday Evening Post* of April 3 the business of "booking" in the old days:

"The great booking-agency, commonly known as the Theatrical Syndicate, was the inevitable outgrowth of the chaotic conditions which existed in the theatrical world before its formation and which made the operation of a theater or an attraction the most precarious and hazardous of commercial enterprises. Less than a score of years ago an overwhelming percentage of the business of the theater was conducted on the sidewalk, in hotel offices, cafés, and, I regret to say, places of even less respectability. The manager who had a star, a play, or an opera which he wanted to present to the public, wandered over the sun-baked streets of New York in the dog-days of June, July, and August in the hope of meeting some of the managers of theaters in order to book dates for the following season. The business was done with a small book and pencil, and with about as much dignity and system as a bookmaker registers a bet on a horse-race on Suburban Day. On the other hand, the out-of-town manager, lessee, or owner of a theater came to New York in the hope of meeting some one who had an attraction so that the time of his theater in the small town where he lived might be properly filled. It was the era of curbstone management, and, like the curb stock market, was decidedly speculative."

The systematization of the "booking" business was effected in 1896, after a depression in the theatrical world covering a period of three years. The men who combined for economic advantages were Mr. Al Hayman, Mr. Charles Frohman, Messrs. Erlanger and Klaw, and Nixon and Zimmerman. Says the writer:

"We decided, then and there, that the betterment of the whole theatrical business would be achieved if the bookings of all the theaters could be centered in one office. Within a few weeks we had organized those theaters which we ourselves were representing into one chain; had arranged that all the open time of these theaters should be on file in our offices, that they should be booked in connection with each other, and that the managers of traveling companies could apply there for time. It was understood from the start that, when time and terms had been agreed upon, the respective contracts should be submitted to the local managers for their approval and signature. This was the beginning of that great bugaboo, the so-called Theatrical Trust, as foreign to the popular idea of a trust as anything could possibly be. If, during the past twelve years, this booking agency, so widely heralded as 'The Octopus,' has become more and more powerful, it is only because it has rendered great service to its clients who have given it that power and who can take that power away any time they choose. . . .

"Within a year a complete revolution had been effected in the methods of transacting theatrical business. Management became a dignified calling and was removed from the curb and the café. In compelling the fulfilment of contracts, actors, authors, and mechanics of all kinds connected with the theater were assured of steady employment and honest returns."

The effectiveness of this combination of business interests is acknowledged on all sides; but *Collier's*, in a recent slashing editorial, charges that its effectiveness has entirely personal ends in view. A single individual is named as having beaten all the other managers into subordinates. The system, it is declared, can be used as a means of injuring an inoffensive person for no other reason than that that person is a friend or an associate of an offensive person. The syndicate's persecution of William Faversham is cited as a case in point. The czar of the syndicate not only refused to book him but forbade local theaters to book him. It is surmised that his case will be defended by the Shuberts, who have already "demonstrated their strength by whipping the syndicate on a main issue between them: namely, they are able to own and conduct theaters in the principal cities and still to play those houses for which the syndicate acts as agent. If they fight this Faversham case out fully, the Shuberts will certainly prove themselves too strong to be made a catspaw for Erlanger."

The writer goes on to show why the Shuberts are "a menace to Erlanger's authority":

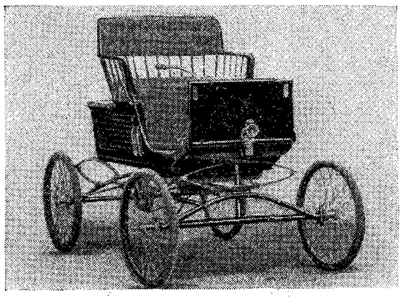
"They have been expanding rapidly as producers; more important, they are quietly extending their control of a number of theaters so widely as to promise them immunity from Erlanger's domination. They already manage De Wolf Hopper, Lew Fields, 'Girls,' Maxine Elliott, 'The Wolf,' John Mason, Madame Nazimova, Lulu Glaser, 'The Mimic World,' Mary Mannering, 'The Road to Yesterday,' Sam Bernard, Julia Marlowe, E. H. Sothern, Louise Gunning, Eddie Foy, James T. Powers, Bertha Galland, and other well-known plays and actors. In securing control of theaters they are working so quietly that nobody knows exactly what progress they are making, but in theatrical circles it is generally believed that they will soon defy the trust entirely. In New York City they control the following: The Lyric, Maxine Elliott's, Daly's, the Casino, the Herald Square, the Majestic, the Hippodrome, the West End, the Yorkville, the Plaza, the Metropolis, and the Brooklyn Grand Opera House. In Philadelphia the Lyric and Adelphi, in Chicago the Garrick, in Washington the Belasco, in Pittsburg the Duquesne, in St. Louis the Garrick, in Cincinnati the Lyric, in Boston the Majestic and New Lyric."

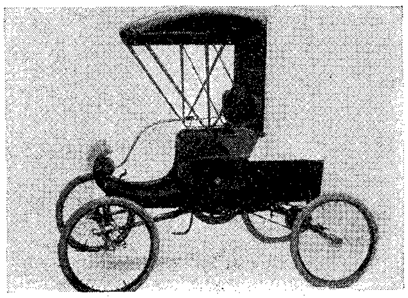
The article ends in these words:

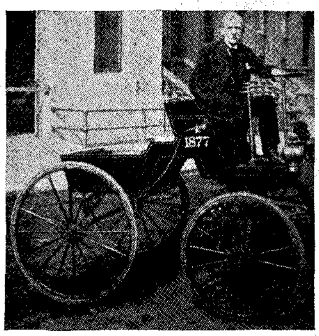
"The advantage to the public, the dramatist, and the actor of having two booking routes can scarcely be overstated. Of course, there ought to be more, but between one and two lies all the difference between slavery and freedom. Even when the power of the syndicate was most severe, a few managers held out. Such were the men who control the local theaters at Binghamton, N. Y., and Williamsport, Pa.; but, as may be guessed from illustrations of such modesty, a rare bird has been the local manager who, in defying the trust, has managed his house to suit himself. With the central power divided between the syndicate and the Shuberts, the local managers will take heart and open their theaters to plays in which they themselves have confidence. It will no longer be possible for Mr. Erlanger to decide alone whether dramas like Stephen Phillips's 'Herod' shall be produced; whether a play which New York did not happen to accept shall be refused a hearing on the road. No longer will the payment of an excessive 'rake-off' to Erlanger be the test of fitness to survive. No longer will it be possible to smother an actor-manager, or other individual producer, because one set of stupid autocrats find his play beyond their comprehension. The play-going public of the United States will not have its rights until there is freedom in the theater. Imagine a situation by which no book could be published unless it pleased one man, and he ignorant of literature; no picture could be sold unless it pleased a certain creature who hated Sargent and had never heard of Rembrandt; no music could be heard unless it pleased a clown whose appreciation of ragtime equaled his contempt for Mozart. Such has been the situation in our theaters. The growing Shubert power promises a change. Despotism so bizarre as Erlanger is now inflicting should hasten the day of freedom, by arousing comprehension, interest, and resentment in every city of the United States. Some trusts are supposed to be beneficent, others malign. Good and evil in this world are inextricably mixt up, but a microscope would be needed to discover benefits accruing to America from the griding mnonopoly of the theater syndicate. Its disastrous effects on the drama and dramatists are unremitting and extreme. Either by law or by competition we should find for it a grave, where it can repose forever, unwept, unhonored, and unsung."

BEGINNINGS OF THE MOTOR-CAR INDUSTRY

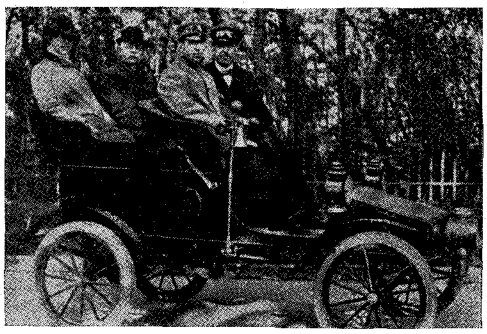
Charles E. Duryea, who has been closely identified with the development of motor-cars from the early days, contributes to *Motor* an interesting paper on the beginnings of the industry, accompanied by illustrations showing the first cars built by makers now famous, some of these pictures being reproduced elsewhere in this issue. Finding it impossible to deal with many of the earliest experiments that led up to the modern motor-car, he begins with later ones, out of which grew definite results. He dates from 1895 the successful use in this country of automobiles by others than experimenters. That date will always be famous for "the first automobile event on American soil," and from it he dates the real beginning of the industry. He goes back of that year, however, in order to mention the labors of some pioneers who influenced the subsequent history of the motor-car. He himself "was considering the possibilities of self-propelled vehicles and writing about them in 1882." As early as the summer of 1886 he had selected from among various types of motors a gasoline engine of the kind which "makes its gas from liquid gasoline as needed, electrically ignited by batteries or other sources of electricity carried on the vehicle." In 1888 while a consulting engineer, he assisted in designing a steam motor-buggy, and in 1891 engaged in actual productive work, with the result that in 1892, after many experiments, "the first motor-carriage was finished." This was of the phaeton type. Use of this carriage demonstrated, however, that it had not been provided with enough power. Another of greater power was completed in the following year. It ran many miles, with speeds up to ten and twelve miles per hour, and demonstrated that the auto of the future would be so far superior to the horse-power vehicle that, instead of being sold to the poorer classes unable to afford horses, it would be purchased by the wealthy as a substitute for their horse-drawn vehicles.

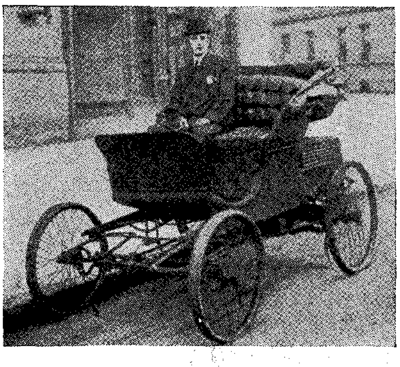

THE FIRST "LOCOMOBILE" (1899).

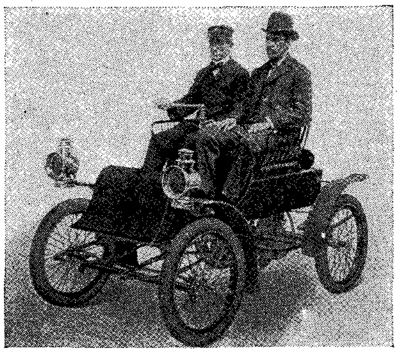

Courtesy of "Motor."
THE "OLDSMOBILE" OF 1901—THE FIRST LIGHT GASOLINE CAR.

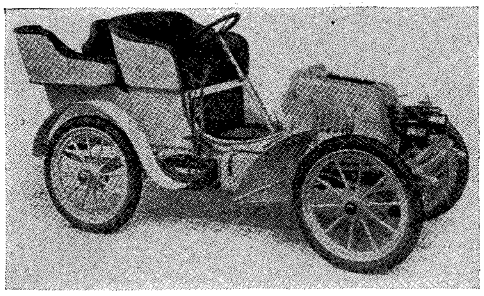


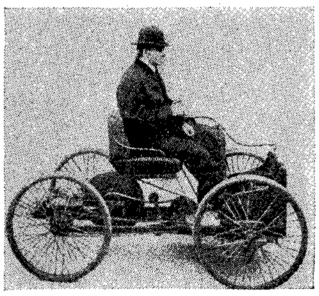
THE ORIGINAL "SELDEN."


Courtesy of "Motor."
THE FIRST "THOMAS" TOURING-CAR (1902).


THE FIRST "WINTON" (1898).


Courtesy of "Motor."
THE FIRST "PIERCE."


THE FIRST "PEERLESS" (1900).


Courtesy of "Motor."
THE FIRST "FORD."

PIONEER CARS—ANCESTORS OF NOTED CARS OF TO-DAY.

The result of these experiments was that, instead of attempting to build a vehicle to sell at from $350 to $500, a more elaborate vehicle should be undertaken—one which should sell for from $1,000 to $2,000. He adds:

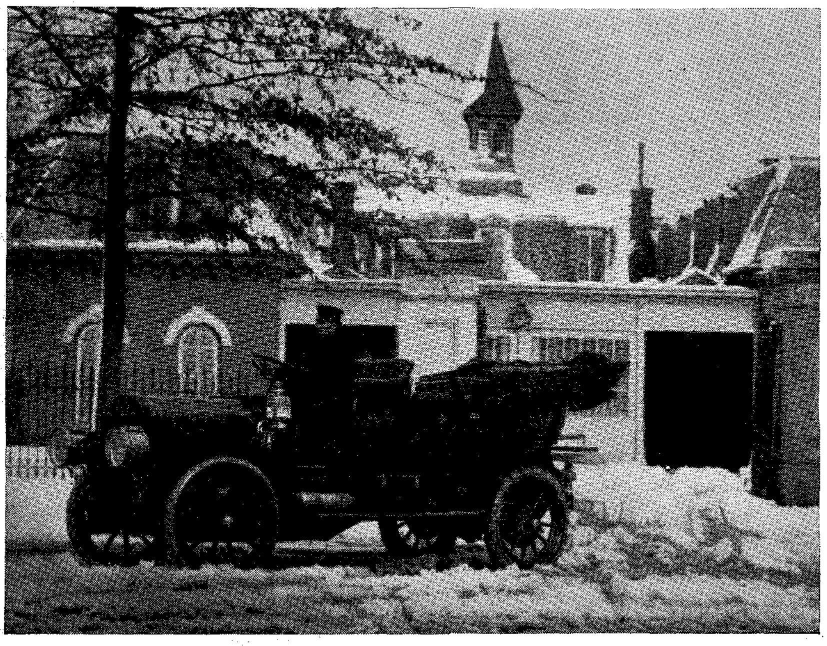
"The experimental work connected with this went forward during the fall and winter of 1893, resulting in the adoption of a three-speed and reverse spur-gear transmission with individual clutches, a double-cylinder, two-cycle motor, water circulation by pump from water-tank in front where it would be exposed to the cooling air, artillery wheels, live rear axle, and a number of other features that are standard practise to-day.

"The experiments were completed and actual work begun in the spring of 1894, but owing to failure to secure the desired flexibility from the two-cycle motor, it was soon abandoned and the four-cycle type, formerly used, but double-cylinder, was continued. This vehicle was finished late in the year 1894, and, nicely painted and upholstered, went into almost daily service in the spring of 1895. The solid tires with which first equipped proving too small for durability, it was fitted with single-tube pneumatics, the first use of these tires on motor-vehicles. After a most successful summer, it entered and won the Chicago *Times-Herald* contest, Thanksgiving day, 1895, covering a distance of 70 miles over a snow-covered course 12 to 18 inches deep, defeating the best foreign vehicles and being the only one of more than 80 entries to cover the course and return to its garage without assistance on that day. This victory was repeated Decoration day, 1896, in the *Cosmopolitan* race at New York, and November 14, 1896, in the London-to-Brighton run of 52 miles, defeating the French race-winners of that year by over an hour."

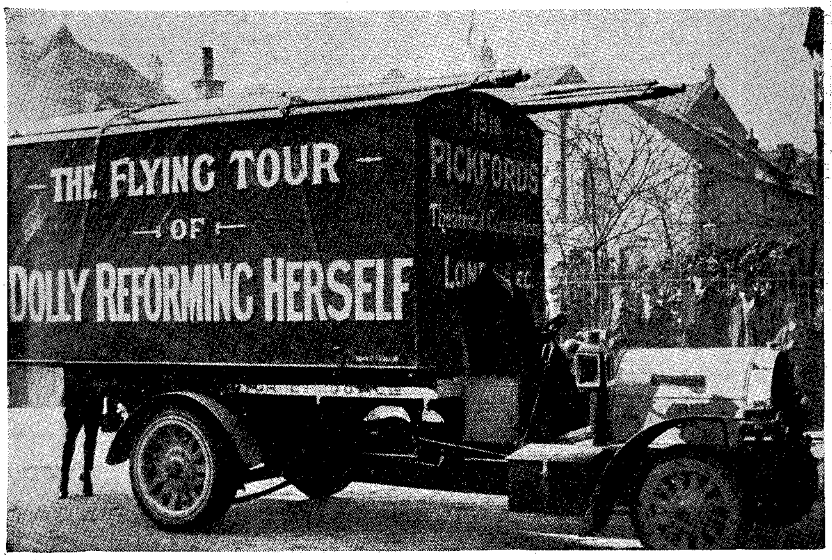
Mr. Duryea, writing

of the work of other pioneers, mentions Elwood Haynes, "who began actual work on his first vehicle in 1893, and had it sufficiently finished to permit the first trial ride on July 4, 1894."

George B. Selden, of the Selden Patent, "began a three-cylinder brougham type motor in 1877," but it was not until 1895 that the first Selden gasoline vehicle was completed. The Selden Patent had been applied for as far back as 1879, tho not issued until 1895. One of the earliest pioneers was Henry Ford, who began work on a bicycle motor which was finished in 1893 as "a small four-wheeled self-propelled auto which ran many miles about the streets of Detroit and frequently into the country, sometimes carrying two people." Alexander Winton "was the next man before the public with commercial gasoline vehicles." He began to construct his first car in 1895 and had it running in May, 1897. It was "a very bulky-looking affair, with wide seats dos-à-dos, and the details of the mechanism were not made largely public at all." At the World's Fair in Chicago, in 1893, was shown "a six-passenger electric brake," the work of Harold Stergess, "which was one of the only two self-propelling vehicles exhibited, the other being a German quadricycle."


PRESIDENT TAFT'S CAR LEAVING THE WHITE-HOUSE GARAGE.

Meanwhile, vehicles propelled by steam had begun to be made. Some of these were bicycles and tricycles, and others were four-wheeled vehicles to which steam-engines were attached. Being widely advertised in bicycle publications, these vehicles are believed to have done much to popularize the idea of a motor-carriage. About 1896 George E. Whitney "built a light steam carriage which he operated with considerable success in and near Boston." It was the direct predecessor of many little steam vehicles which soon afterward became widely popular, because of their light weight, small size, simple action, and low price. At this juncture John Brisben Walker, then widely known as the proprietor and editor of *The Cosmopolitan Magazine*, purchased the rights to the most successful of these steam vehicles, paying for them $250,000. Half of the stock he kept himself, selling the other half to a company. Mr. Duryea adds:



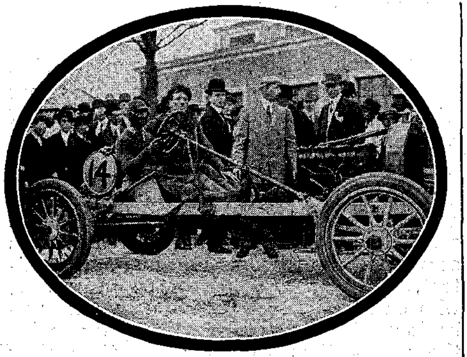
ONE OF A TRAIN OF MOTOR-CARS USED BY STROLLING PLAYERS IN ENGLAND.

"With ample capital and splendidly equipped factories, coupled with large advertising expenditures, these little vehicles jumped into instant popularity, and steam-vehicle makers sprang up on every hand. Everybody was acquainted with steam, and having once been shown how to make every part of almost toy lightness, mechanics found no difficulty in duplicating these little vehicles. But the makers reckoned without the roads. The light structures, built and tested on the beautiful roads near Boston, shook to pieces in short order on the miserable trails, called roads, in most other parts of the country. The buying public suddenly ceased to buy and the business in light steamers ceased quicker than it started. The public, jumping at conclusions, as they usually do, had jumped wrong, and, disappointed, were slow to jump again. The over-exploited electric companies failed to pay dividends, but in spite of these things, progress had been made."

Mr. Duryea remarks that the first annual automobile show, the one held in Madison Square Garden in the fall of 1900, became a great means of education. Because of an arrangement which provided space on which cars should be shown in motion the public was made able "to grasp the good and bad points of the gasoline vehicle." Moreover, at that show "was exhibited at least one vehicle, the predecessor of a recognized leader of to-day, resplendent in paint and varnish and upholstered to the height of the carriage-maker's art, but utterly without propelling-mechanism, yet admired by many, and the delight of the ladies. Practically contemporary with this show was the appearance of a "famous curved-dash runabout which at a popular price found instant favor, since it met the need which the little steamers had failed to supply." Its maker for many years had been a gas-engine builder and is credited with "having built at least one steam vehicle in the latter part of the eighties." His successful production of the period referred to "did much to create a typical American light runabout, profitable to himself and largely copied by other makers."

Writing of cylinders, Mr. Duryea remarks that the two-cylinder engines of 1894 were followed in 1897 by three- and four-cylinder engines. Later the number was increased, until the year 1907 "saw quite a number of eight-cylinder cars offered to the public, with some query as to whether this would be the limit." The answer to this query has been "a tendency toward simpler and cheaper vehicles, with consequent popularity of the two- and four-cylinder motors, altho many 'sixes' are now to be seen." Mr. Duryea believes that the six-cylinder cars "will continue to be the cars of luxury." At the same time "the tendency is

(*Continued on page 606*)



Burnam sets new World's Record with Remy Magneto. Hurls car around circular track at New Orleans (Feb. 21) for 100 miles in 102 minutes, lowering world's mark for distance 11 minutes.

Strang wins 100-mile race, feature of Beach Races at Daytona (March 23) with aid of Remy. Averages 64 miles an hour for distance.

Edgar Apperson wins Pasadena-Altadena Hill Climb, California's annual classic on Feb. 22 in "Jack Rabbit" car. Averages mile a minute up 11½ per cent. grade for 1¼ miles from standing start.

More Remy High-Tension Magnetos

will be used on 1909 American cars than all other makes combined.

It is estimated that 72,000 motor cars will be built in America this season and that 70 per cent. of these cars will be equipped with magneto ignition.

We have sold more than *30,000* Remys for 1909 American cars on minimum specified delivery and we have bought material for and are building more than *35,000* high-tension magnetos.

Figure this Yourself—

More than one-half the 1909 American cars using magneto ignition will be equipped with

Remy
High-Tension, Alternating Current 1909
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Some of the reasons why the Remy Magneto is used so extensively follow:

It lacks the complicated, delicate and sensitively adjusted parts found on other magnetos. It is not injured by too frequent oiling, flooding with water or abuse that would completely break down any other magneto. It is the only magneto with a *stationary winding*, which means—*no brushes, no revolving windings, no moving contacts.* **Nothing to cause trouble.**

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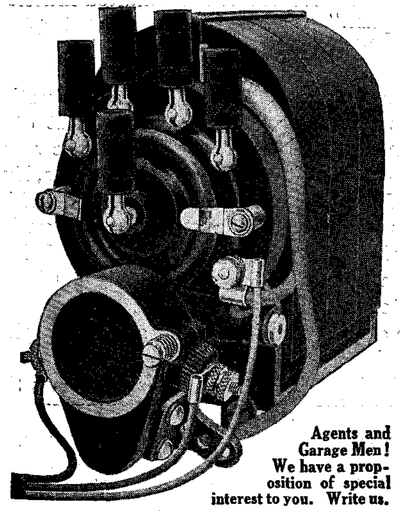

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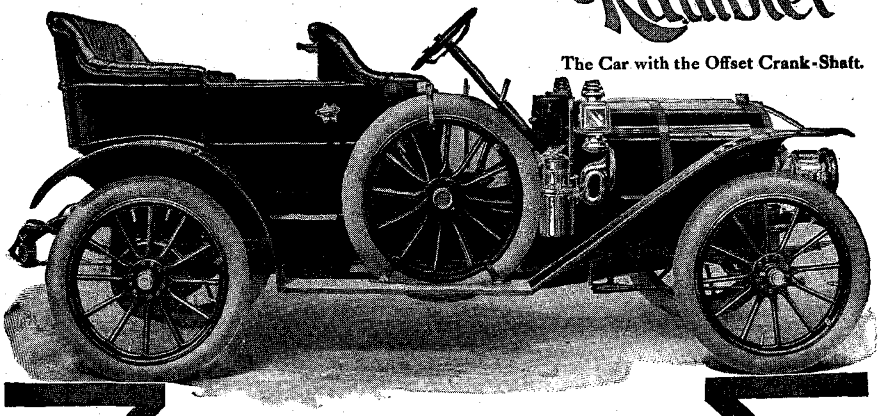

Model Forty-four, 34 H. P., $2,250.

Spare Wheel, with Inflated Tire, Brackets and Tools, $74. Magneto, $150.

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THE CAR OF STEADY • SERVICE

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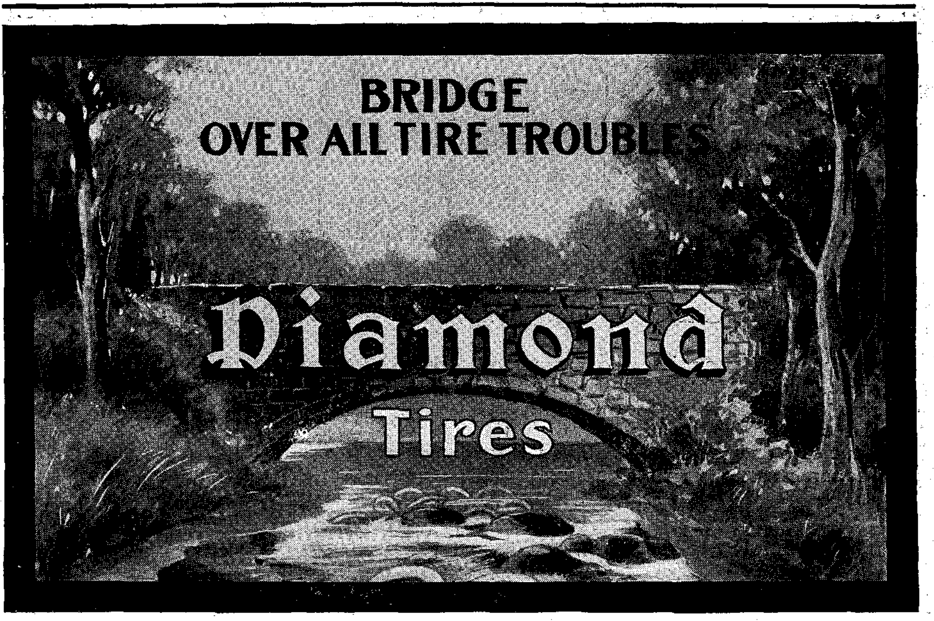
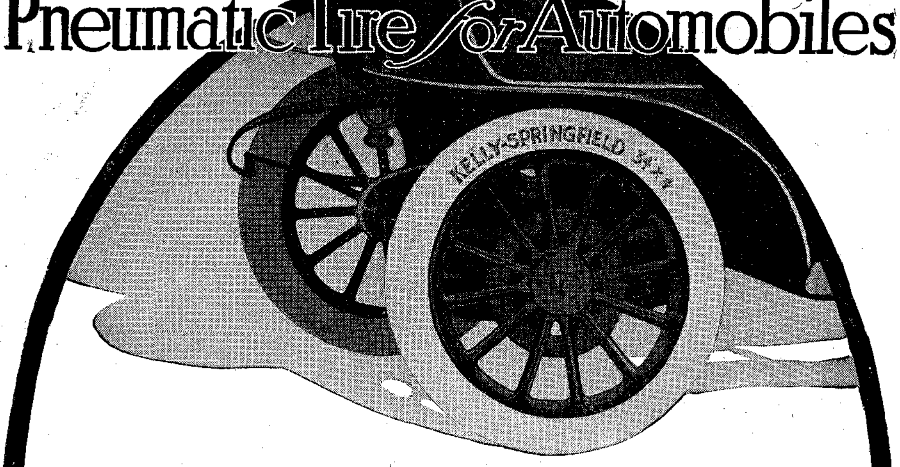
127 magazine pages devoted to the Automobile in the past twelve months is the record of The Literary Digest.

"I wish other magazines of national circulation were doing this" said one manufacturer. "It is of great benefit to the Automobile Industry" said another.



The Kelly-Springfield Pneumatic Tire for Automobiles



THE making of a successful automobile tire is the making of a successful rubber composition. Kelley-Springfield Pneumatics are made by the makers of the famous Kelly-Springfield carriage tires, which for the longest time have had the greatest sale and the highest popularity among carriage owners.

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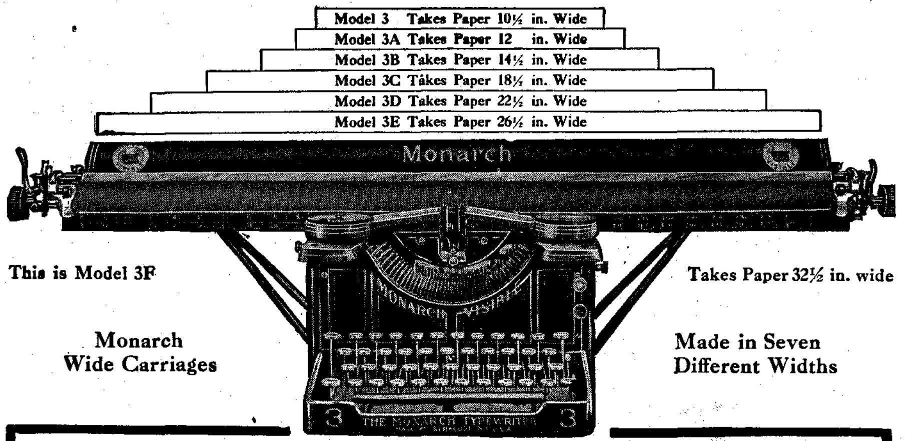
Model 3 Takes Paper 10½ in. Wide
Model 3A Takes Paper 12 in. Wide
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Model 3C Takes Paper 18½ in. Wide
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Monarch Typewriters do more than merely write letters. They write anything from index cards to the widest forms you wish to use—all with the same ease and satisfaction. The widest Monarch carriage runs as easily as the narrowest. Furthermore, the touch of the keys and the shift for capitals is equally light on *all* Monarch Models.

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MOTOR-TRIPS AND MOTOR-CARS

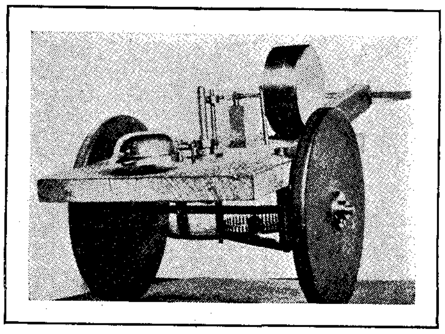
(*Continued from page 604*)

unquestionably toward less complicated structures that may be produced at prices within the reach of larger masses of people." Other interesting points in Mr. Duryea's article are given below:

"The early workers, without experience, naturally copied horse vehicles, and these are undoubtedly best suited to great masses of people. So thought Holsman, an architect, of Chicago, a half-dozen years ago, who had the courage of his convictions to begin marketing a strictly buggy type with the result that to-day more than fifty makers are producing buggy-type rigs of light construction with high wheels, solid tires, and air-cooled motors usually of the simplest two-cylinder kind. This foresight and perseverance entitle Holsman to mention as a pioneer, altho his work did not begin until a decade after the modern motor-car movement started.

"The industry in America, particularly among the more expensive cars, was largely led and for a time practically dominated by foreign designs and constructions. Wealthy buyers, spending their vacation in Europe, used the new vehicles over splendid foreign roads and brought them back to this country as examples of superior designing, when, as a matter of fact, they very frequently failed to meet American road conditions as successfully as American-built vehicles, a fact quite recently proven in the New York-Paris Around-the-World Contest.

"The immediate future will doubtless continue to show an increase in the number of makers with a wider variety in the nature of the product and a still wider range in the matter of price. As the market grows, increased production will permit better value for a given amount of money, and the distrust of the public so largely shown in the past will ere many more years turn toward a very large acceptance and appreciation of the merits of the self-moving vehicle, destined to supplant the horse as other mechanical devices have supplanted muscle in the past."



A CHINESE TAXICAB OF ABOUT 300 A.D.

THE FIRST TAXICAB

In the matter of the taxicab, investigators are finding that, as with most other things in this world, it is not as new as it seems. Professor Giles of Cambridge, England, has discovered that this form of vehicle was known in China at an ancient period. Professor Hopkinson, also of Cambridge, from a description obtained in a Chinese historical work, has constructed a model of the chassis of this taxicab, a photograph of it being reproduced elsewhere in this issue. Students had hinted for some years that

A Wonderful Tonic
HORSFORD'S ACID PHOSPHATE.
Cooling, refreshing and invigorating. Dispels that tired feeling during Spring and Summer.

a vehicle of this description was known in ancient China, but to Professor Giles has been reserved the honor of discovering an actual contemporary account of it. This occurs in a history of the Chin dynasty for the period 265–419 A.D. The name for the cab was the "measure-mile-drum-carriage." Of course, it was not self-propelled, the motor-power being horses. The description says that "in the middle of it there is a wooden figure of a man, holding a drumstick toward a drum, and at the completion of every *li* the man strikes a blow on the drum." In a history of a later dynasty (815–987), has been found another record of a taxicab, which is described as follows:

"They are painted red, with pictures of flowers and birds on the four sides and in two stories, handsomely adorned with carvings. At the completion of every *li* the wooden figure of a man in the lower story strikes a drum, and at the completion of every 10 *li* a man in the upper story strikes a bell. There is a pole with phœnix-like head, and a team of four horses. Formerly the chariot held 18 soldiers, which number was increased in 987 by the Emperor T'ai Tsung to 30."

A third account has been found in a history covering the year 1027, where the mechanism is described. In the fourteenth century a Chinese poet, well known in his day, wrote an "Ode to a Taxicab."

CARS FOR STROLLING PLAYERS

A novel and picturesque use for automobiles has been found in France and England. Theatrical companies have learned that they can tour in them among the smaller cities, carrying themselves and all their effects in cars specially constructed for the purpose. At least one company in France has been using this method of transportation for some time. More recently a London company has adopted it.

FEED YOU MONEY

Feed Your Brain and it Will Feed You Money and Fame.

"Ever since boyhood I have been especially fond of meats, and I am convinced I ate too rapidly, and failed to masticate my food properly.

"The result was that I found myself, a few years ago, afflicted with ailments of the stomach and kidneys, which interfered seriously with my business.

"At last I took the advice of friends and began to eat Grape-Nuts instead of the heavy meats, etc., that had constituted my former diet.

"I found that I was at once benefited by the change, that I was soon relieved from the heart-burn and the indigestion that used to follow my meals, that the pains in my back had ceased entirely.

"My nerves which used to be unsteady, and my brain, which was slow and lethargic from a heavy diet of meats and greasy foods, had gradually, but none the less surely, been restored to normal efficiency.

"Now every nerve is steady and my brain and thinking faculties are quicker and more acute than for years past.

"After my old style breakfasts I used to suffer during the forenoon from a feeling of weakness which hindered me seriously in my work, but since I have begun to use Grape-Nuts food I can work till dinner time with all ease and comfort." "There's a Reason." Read the little book, "The Road to Wellville," in pkgs.

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

THE MARMON

"A Mechanical Masterpiece"

"Thirty-Two" Suburban, $2400

Service, Not Sensation

There is but one way to attain the durability and constant reliability which are the very foundation of motor car value.

Fifty years of experience in manufacturing the highest grade of machinery have taught us the necessity of designing and manufacturing from the ground up.

It is this thoroughness of construction which has given the Marmon its fame for mechanical excellence, ideal service and length of life.

With all doubt about these vital attributes eliminated, the Marmon "Thirty-two" presents a notable value to the buyer who looks ahead.

MOTOR, 4 cyl., 4½ x 4½, water-cooled. 32-40 H.P. Three-point support. IGNITION, Bosch H. T. Magneto, dual system. LUBRICATION, Marmon system of automatic force feed through hollow crank-shaft. DRIVE, straight line shaft. Selective transmission and rear axle one compact unit, very accessible. Large brakes, effective and very durable. MATERIALS, absolutely the best of everything, including Krupp and Chrome Nickel Steels. Hess-Bright imported ball bearings. TIRES, Q. D., 34 x 4. WHEEL BASE, 112 in. WEIGHT, 2100 lbs. EQUIPMENT, complete and high-class. BODIES, sheet metal. Touring car seats five; Suburban (detachable tonneau) seats four; Roadster seats two. Also furnished as Coupe or Limousine Town Car.

Marmon "Fifty" (Seven Passengers), 50–60 H.P., $3750

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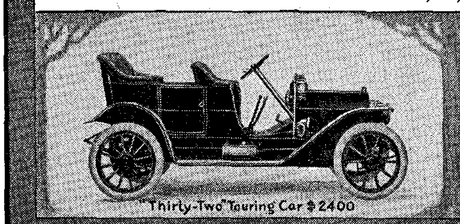
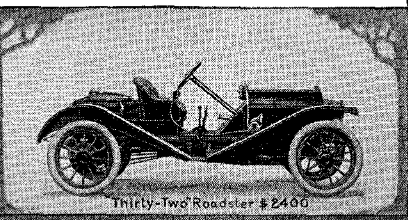
Standard Mfrs., A.M.C.M.A.


"Thirty-Two" Touring Car $2400


"Thirty-Two" Roadster $2400

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Perfect Comfort for Man and Horse

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Used by the best riders of all countries, invented thirty years ago and improved every year since; ideal for gentleman or lady rider and a scientific fit for the mount. *Illustrated catalogue free—describing the several styles of Whitman Saddles and everything from "Saddle to Spur."*

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having to his credit large and successful work, capable of designing and taking full charge, wishes an engagement. Box 212, LITERARY DIGEST.

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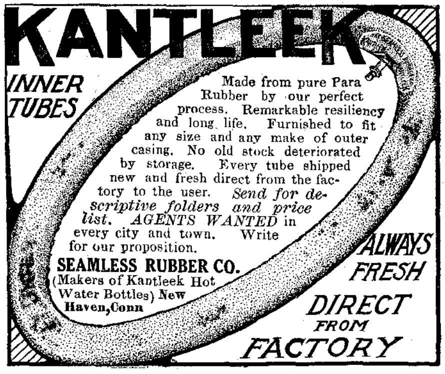
INNER TUBES



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30 Horsepower

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For the benefit of thousands of men who do not feel able to pay outright for a car, we have inaugurated a system of 24 monthly payments on our new **NAPIER** light roadster. Other bodies may be selected if desired. Guaranteed for two years. Cars delivered at once.

Our new plan will place the **NAPIER** within the reach of any man who can appreciate a high grade car.

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FIRST at Ormond Beach in the Minneapolis Trophy, the Dewar Trophy and all the other notable events including three new World's Records—"As Usual."

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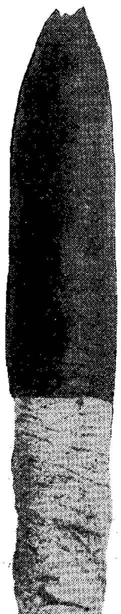
PERFECTISSIMES
JOSEPH H. RUGG MAKER BLAIRSVILLE, PA.



HERE'S a cigar I want every reader of the DIGEST who is a smoker to give a trial.

It is called "PERFECTISSIMES," and is all the name implies—superlatively perfect.

The filler is the finest quality of Genuine Imported Havana, grown and cured in the Vuelta Abajo district of Cuba and the wrapper is the highest mark of Genuine Imported Sumatra.

One of the characteristics of the "PERFECTISSIMES" is that the ash remains in a solid mass and is not continually covering your clothing with a shower of fine particles.

It is entirely hand-made by expert workmen in my factory where sanitary conditions prevail.

The illustration (reduced) on the left is a "PERFECTISSIMES" cut in quarters with the inside of the cigar spread out to show that it really is Long Filler and the one on the right (also reduced) is the same cigar re-wrapped and partly smoked to show the long steel-gray ash and to further prove the Long Filler. Length of "PERFECTISSIMES" is 4⅞ inches—a long cool smoke—you'll like it.

My object is to secure permanent customers and you can readily see how utterly foolish it would be for me to send you cigars that are not fully up to my representation.

I have put the price down to the lowest possible figure based on a strictly cash business. By this method of selling I avoid all bad debts, which you know, as well as I do, are bound to accumulate under a credit system. I also avoid the expense of an office force. I am located in a small town where operating expenses are much lower than in a large city. These savings make it possible for me to give you **full value** for your money.

I have no "SPECIAL INTRODUCTORY OFFERS", "SCHEMES" nor "PREMIUMS—nothing but a **really good** cigar with nothing but a fair factory profit added to cost of production.

These cigars will cost you only **$3.00 per 50**, delivered (mail or express), if you find them to be up to my representation—otherwise I positively guarantee to refund your money without any unpleasant correspondence or offer of substitution.

Please indicate which you prefer—Light, Dark or Medium.

JOSEPH H. RUGG
742 Market Street Blairsville, Penna.
Established 1843

In a train of three powerful cars actors, stage hands, carpenters, and scenery all are transported. In one instance the intention was, in 36 working days, to visit 43 towns, giving more than 50 performances and covering nearly 3,000 miles. The first place of stopping outside of London was Watford, where a matinee was given. After the curtain had dropt at five o'clock, the scenery, within ten minutes, was snugly packed in one car, the actresses and actors got into another, and twenty minutes after five o'clock the cars were on their way to St. Albans, where a performance was given the same night.

Beside many other advantages, this method of transportation in England enables companies to reach towns situated on branch lines of railway more conveniently than could be done by rail. There are a number of prosperous towns in England situated some distance from railways to which theatrical companies heretofore have seldom gone. By means of trains of motor-cars, a company can now reach every town in England that is worth while and can do this quickly. A further consideration is the saving of time and a reduction in expenses in many directions. Conditions in England favor a scheme of this kind more than they do here. The large towns of England are much closer together than are the large towns of this country.

THE BUSINESS SIDE OF MOTOR CLUBS

So many automobile clubs have sprung up in large cities, while others are so likely to spring up in smaller cities in the future, that some criticisms recently made on the annual financial report of the Royal Automobile Club of London should prove suggestive as a warning if not as a guide to clubs in America. A man who signs the name "Scrutator," in a letter to *The Autocar* points out that this annual statement shows the club to have spent, in excess of its income, for the year ending December 31 last, the sum of £4,294. He adds that "the closer the revenue account and balance-sheet are inspected and criticized the more unsatisfactory would the position and prospects of the club appear."

This club is now a little more than eleven years old. It was founded "primarily to further and protect the interests of automobilists," but it maintains the usual feature of a social club of the kinds so common in the West End of London. "Scrutator" says the club had a gross revenue for the year 1908 of £26,094, of which sum a considerable part—£3,298—can not be regarded as annual revenue, since it was received as entrance-fees. He is inclined to believe from the report that the gross revenue was about equally divided between the two purposes for which the club exists—the promotion of the interests of automobilists and the maintenance of a social club-house. But of the sum spent for the furthering of the interests of automobilists, which he accepts approximately as £15,000, he finds that "there are the following items of losses: £4,713 in conducting a periodical; £928 in conducting a motor-house; £1,550 in conducting a race; £329 in conducting certain tours and trials; £1,023 in legal expenses; and £2,518 as 'grants and gratuities.'" He criticizes severely these items of loss, especially the one connected with the periodical and the motor-house.

In the balance-sheet he finds among the items of liabilities are debentures amounting to £13,020 and certain sums due to creditors, amounting to £8,994, while there is a contingent liability in respect of shares held in the new club-house, amounting to £12,112, "for which cash will have to be found in the near future." As to the assets, he says there is an admitted shortage amounting to £4,269, and it is to be feared that several other items figuring in the balance-sheet as assets are "of questionable value." Among these questionable items he names the sum of £3,743 spent for "alterations to building," and £655 for "installation of electric light," these items covering work on a building that is soon to be abandoned for a newer one. In general, he believes that, if the assets were to be set down "as worth only what they would realize, the net loss of the club would be increased by almost £10,000."

Discussing the budget for the present year, he remarks, as to the assumed surplus of £1,900, that it "makes no provision for such charges as debenture interest, depreciation, preliminary expenses, and reserved funds, which last year reached no less than £2,582. He pronounces as "a most undesirable arrangement" the presumption that these liabilities are to be met this year as last "out of entrance-fees and other undependable and fluctuating forms of revenue."

SISTER'S TRICK

But it all Came out Right.

How a sister played a trick that brought rosy health to a coffee fiend is an interesting tale:

"I was a coffee fiend—a trembling, nervous, physical wreck, yet clinging to the poison that stole away my strength. I mocked at Postum and would have none of it.

"One day my sister substituted a cup of piping hot Postum for my morning cup of coffee but did not tell me what it was. I noticed the richness of it and remarked that the coffee tasted fine but my sister did not tell me I was drinking Postum for fear I might not take any more.

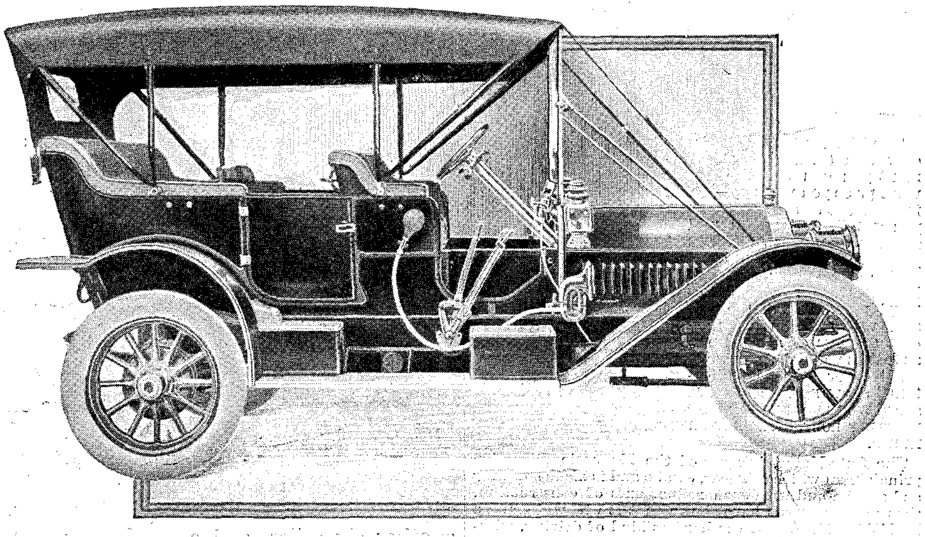
"She kept the secret and kept giving me Postum instead of coffee until I grew stronger, more tireless, got a better color in my sallow cheeks and a clearness to my eyes, then she told me of the health-giving, nerve-strengthening life-saver she had given me in place of my morning coffee. From that time I became a disciple of Postum and no words can do justice in telling the good this cereal drink did me. I will not try to tell it, for only after having used it can one be convinced of its merits."

Ten days trial shows Postum's power to rebuild what coffee has destroyed.

"There's a Reason."

Look in pkgs. for the famous little book, "The Road to Wellville."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.



OLDSMOBILE SIX-CYLINDER

THE first impression of this car is one of amplitude:—it looks adequate in capacity, in luxury, in power. . . . And like the other Oldsmobile types, its performance equals its appearance. The chassis supporting the seven passenger body is such a piece of engineering as you expect from the Olds Motor Works;—strength with refinement of detail, superb ability with no unnecessary complication—from radiator to differential. The motor delivers 60 horse power on request but is so flexible you may drive behind a dray "in the high." The price, $4500 with magneto and complete equipment, makes it the "logical six at the logical price." Furnished also as a Limousine and Toy Tonneau Runabout. Prices and details on request.

OLDS MOTOR WORKS, LANSING, MICH.
Oldsmobile Company of Canada, Ltd., 80 King Street East, Toronto, Ontario

Red or Black "Vulcan" Stylo Pens

The ONLY perfect, non-leakable stylo pens at a moderate price.

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Two Sizes, 4¼ and 5½ inches, $1.00
Extra Size, 8 inches (Black Only), $1.25

By mail, postpaid upon receipt of price.

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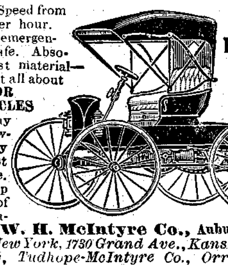

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of weather and road. Speed from two to thirty miles per hour. Best car for service in emergencies. Reliable and safe. Absolutely guaranteed best material—workmanship. Find out all about

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by writing postal today for free book No blowouts—punctures or any other tire troubles. Most dependable car made.

Prices from $375 up according to style of body. Write for catalogue No. 51 today.

Develops 11-H-P. Runs thirty miles on one gallon gasoline.

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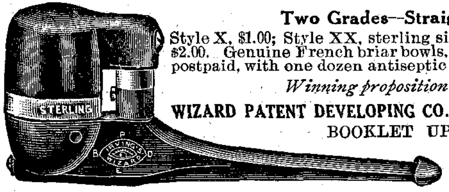

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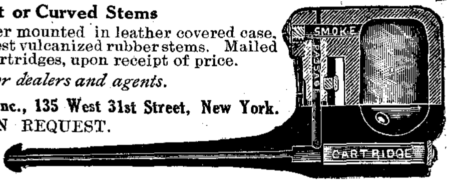

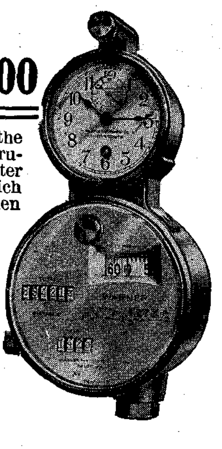

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The Warner Auto-Meter is the only speed indicating instrument you can buy—no matter what price you may pay—which is *accurate at all speeds* when you get it, and which will *remain accurate* as long as you have a car to use it on.

The Auto-Meter correctly indicates the *slightest* forward movement of the car, and with equal accuracy *every range of speed* up to as fast as you dare to drive.

All other "speed indicators" show no indication of speed whatever under 5 to 10 miles per hour. Watch them in use.

The Auto-Meter, because of the Magnetic Induction principle on which it works, can be and is made so sturdy and strong, and with such refinements of construction, that practical tests have shown that it will withstand a MILLION MILES of the hardest kind of driving, without appreciable wear or departing from absolute accuracy more than *10 feet to the mile*.

The Warner Auto-Meter

Guaranteed Absolutely Accurate

In centrifugal instruments no provision is made or can be made for adjustments or corrections. When inaccurate they must be thrown away. Their accuracy at the best is limited by a few weeks or months. Then they are far worse than useless.

* * *

The Auto-Meter is built like an expensive Chronometer. It has but two moving parts. These revolve. There is no sliding friction.

Because made on the only correct principle, the Auto-Meter is unvaryingly accurate and so durable that it will outlast a dozen cars.

No centrifugal instrument—though the price may be the same—can be considered in the same class, any more than a $1 watch can be classed with a $200 Chronometer.

* * *

The Odometer used in connection with the Auto-Meter is our own construction. It is as strongly and durably built as the Auto-Meter itself. Season dial registers 100,000 miles. Other odometers register 10,000 miles only. This is often insufficient for a *single season*. Future mileage has been lost. The trip dial registers 1,000 miles and repeat. Other odometers register 100 miles only. A single turn of a button resets to zero. It is the only self-contained odometer on which the figures are not partly concealed by the speed indicating hand.

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We want every automobile owner to know the comparative tests which will enable him to prove the truth of every claim we have made. We have put these in a book which will be sent to anyone for the asking. In your own interest, buy no speed indicator of any kind until you know. To buy the wrong instrument is to waste your money.

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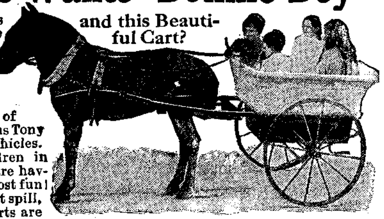
Keep your important papers and documents neatly and conveniently assembled so you can instantly lay your hands on them. Use the strongest, the most convenient, the best THE NIAGARA CLIP
Sample box by mail 15c. NIAGARA CLIP CO., New York



Who Wants "Bonnie Boy"

This is "Bonnie Boy," hitched to the "Governess" cart, one of our famous Tony Pony vehicles. The children in the cart are having the most fun! They can't spill, for the carts are so built that tipping over is impossible. "Bonnie Boy" is city broken and doesn't mind an automobile, a street car or a railroad engine the least bit. Won't scare at anything.

and this Beautiful Cart?

The Tony Pony Line 36 styles of children's vehicles—the most fashionable patterns on the boulevards of all the large cities. We have 150 imported Shetlands to select from. We send the Tony Pony outfit complete—pony, harness and cart. Write for illustrated catalog.

MICHIGAN BUGGY CO., 13 Office Bldg., Kalamazoo, Mich.
We also make the Reliable Michigan line of pleasure vehicles.

A NEW SPEED RECORD EXPECTED

In Chicago it is expected that, on June 19 in a long-distance motor race, the highest rate of speed yet attained will be reached. This event is what is known as the "first Western stock chassis race for the Cobe Trophy." It will be held under the auspices of the Chicago Automobile Club and will extend over from 400 to 450 miles. It is not the expectation that the average speed over this number of miles will be the highest yet attained. Indeed the average may be somewhat reduced, because in the course are eighteen turns. It is from the maximum speed that a record is expected to be established. This may be found possible because on the course are three straightaways, none of which has the slightest bend. One is four miles long, another six miles, and a third ten miles. Road conditions are said to be otherwise ideal, so that a car can be run to its fullest capacity.

What will help to make the race additionally interesting is the fact that the grandstand will be erected at a point and in such manner as to command a view of between five and six miles of the road. It will be set at an angle and also on a slight eminence, so that all persons seated on it may be able to see the course in full view. On other points of rising ground the general public not having seats on the grandstand will be able to witness the entire race. At dangerous places along the course heavy wire fencing will be erected, in order to hold the crowd away from the course itself.

THIS YEAR'S GLIDDEN TOUR

The route for the Glidden tour this year was still under discussion early in March, but the probabilities all were that the tour would take place in the West, and one part of it is expected to be a line from Chicago to Denver. The suggested route to Denver is to proceed from Chicago to Des Moines, Omaha, Grand Island, North Platte, and thence to Denver, which embraces a distance of 1,100 miles. An objection to it is that two States, Wisconsin and Minnesota, will be left out and with them such important cities as Milwaukee, Madison, St. Paul, and Minneapolis. In other respects the route indicated is regarded as the best possible course between Chicago and Denver. It is over this course that manufacturers, trying to make records from the Atlantic to the Pacific, have heretofore gone. One consideration kept constantly in mind is the trade advantages of a course. Important cities are therefore not to be neglected, but rich farming regions are now considered seriously, inasmuch as prosperous farmers are more and more becoming buyers of cars. It may be said incidentally that, on leaving Omaha, the regular direct route runs through Fremont and thence to Grand Island, but this is thought not to be the most desirable route for a tour like the Glidden, since it omits Lincoln, Mr. Bryan's home. A writer in *Motor Age* says:

"A better way is to arrange for a short day's run from Omaha southwest to Lincoln, the capital of the State, which has excellent hotel accommodations, and where

The Goodyear Tire Making Machine

The quality of ordinary tires, no matter whether "moulded" or "wrapped tread," depends largely on human dexterity and strength. A tire casing is built up from alternate layers or sheets of rubber and fabric. The layers must be laid on with absolute evenness and uniformity or the tire falls down in mileage. It takes long training to learn the knack.

Each layer of fabric must be stretched and rubbed down into place at an absolutely *even tension.* If the first layers are pulled tighter than the finishing layers, that casing can never endure as it should. This is a matter of strength and "feel" which it takes years to develop. Yet no matter how highly skilled a man may be, *his muscles tire* as the day wanes. Tires made in the morning while the men are fresh are always infinitely better than those turned out in the afternoon.

This is true with regard to all Automobile Tires *save* one.

Goodyear Tires are made *on a machine* invented in the Goodyear factory and fully covered by patents, which perfectly does away with all muscular effort.

GOOD YEAR
AKRON, OHIO.

Every layer of fabric is stretched lengthwise and sideways as it is applied, at a *uniform pressure*, which can be regulated at will to make it *just right* for the particular size of tire which is being made. There's no longer any guesswork—no longer any possibility of tires made in the morning being better than those turned out just before quitting time.

Because of this wonderful machine we can KNOW, positively and beyond dispute, that each tire made is *perfect* in all its parts, and that each tire produced is *just like every other tire* of the same size and kind.

We alone in producing Goodyear Tires have entirely eliminated the *human element*, which because of tired muscles, wearied eyes and strained nerves, has resulted in untold thousands of *imperfect tires* which have given unsatisfactory mileage from no other cause than *human frailty*—which no manufacturer has heretofore been able to overcome.

This is simply to explain why *we know* we are not exaggerating, and how *you* can know we are not guessing when we refer to Goodyear Tires as being PERFECT in construction with all the life, endurance. and supreme wearing quality which is to be expected in a perfect product.

The Goodyear Tire & Rubber Co.
Liberty Street, Akron, Ohio

Branches and Agencies: Boston, Mass., 261 Dartmouth St.; Cincinnati, Ohio, 317 E. 5th St; Los Angeles, Cal.; 949-51 S. Main St.; Philadelphia, Pa., Broad and Fairmount Ave.; New York City, 64th St. and Broadway; San Francisco, Cal., 506 Golden Gate Ave.; Chicago, Ills., 80-82 Michigan Ave.; Cleveland, Ohio, 2005 Euclid Ave.; Milwaukee, Wis., 188-192 8th St.; St. Louis, Mo., 3935-7 Olive St.; Buffalo, N. Y., 719 Main St.; Detroit, Mich., 251 Jefferson Ave.; Pittsburgh, Pa., 5988 Centre Ave.; Omaha, Nebr., 2010 Farnam St.; Washington, D.C., 1026 Connecticut Ave.; Atlanta, Ga., 90 N. Pryor St.; Louisville, Ky, 1049-51 Third St.; New Orleans, La., 706-16 Barrone St.; Memphis, Tenn., 181-5 Madison St.; Dallas, Tex., 111 N. Akard St.; Denver, Colo, 28 W. Colfax Ave.; Baltimore, Md., 991 Park Ave.; Kansas City, Mo., 16th and McGee Sts.; St. Joseph, Mo., 316-24 N. 2d St.; Providence, R. I., 366 Fountain St.

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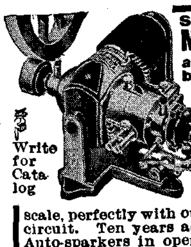


Start your Gas Engine with the Motsinger Auto-Sparker ***and run it without the aid of batteries.*** Not a cheap magneto but the original high grade speed controlled friction driven dynamo. Perfectly insulated, **"water and dust proof." Fully Guaranteed** Operates "make & break" and "jump spark." Charges all storage batteries for ignition and lighting on a small scale, perfectly with our special switch board in the circuit. Ten years actual service with over 36,000 Auto-sparkers in operation to testify to its merit.

Write for Catalog

MOTSINGER DEVICE MFG. CO.
67 Main St., Pendleton, Ind., U S A

there is a warm spot for motorists. The run could be made on a Sunday, and provided the weather and road conditions are good would leave ample time for a side run to the home of Mr. Bryan, at Fairview, just a few miles from Lincoln. No trip to Lincoln is complete without this sidelight, and no tourists should be satisfied to neglect a view of the beautiful home of the well-known statesman. There are few finer homes in America."

Road conditions vary a great deal along the proposed route. Some are fair, but pictures presented in *Motor Age* show some sharp and narrow turns, weak wooden bridges, and conditions like the following:

"Between Omaha and Lincoln the roads are good, except just west of the Platte River, about 35 or 40 miles from Omaha, where in wet weather the tourists would have great difficulty in finding a passage. Many motorists have been caught at this point, the most disastrous, perhaps, being the experience of the delegates' train of five cars which was held an entire day at this point on its way to the democratic convention at Denver because of a half-hour's heavy rain. The date was June 29 of last year, about a fortnight earlier than the customary time for the Glidden tour.

"West of Lincoln there is a run of about eight hours over splendid roads to Grand Island, passing through several towns of fair size. At a few points in the road there are bad culverts which need attention before so many cars ought to pass over, but presumably these will be given proper thought by the authorities. Nebraskans are anxious to get the tour."

IN THE VILLA BORGHESE

Motorists who this summer may extend their drives into Italy will be interested in the acquisition by the Italian Government of the famous Villa Borghese in Rome and its conversion into a public park. Heretofore motorists in Rome have had, as their only relief from narrow streets traversed usually by trolleys, the park on the Pincian Hill, but this place, beautiful as it is and superb as the prospect it affords, has little else to recommend it. The acquisition of the Villa Borghese includes a scheme to connect that famous place with the Pincian by means of a bridge across the intervening deeply sunken roadway. When this has been done the united grounds will furnish all that the city needs for a public drive. Within the grounds of the Villa Borghese are broad, smooth, and straight roads, said to be perfectly well adapted to motor-traffic. "Every afternoon," says a writer in *The Car*, "cars may be seen taking their turn round its varied highways and byways before climbing up the steep ascent to the Pincian and taking their position amid the crowd of vehicles always assembled in fine weather near the bandstand." The Villa Borghese is perhaps the most famous villa that has survived near Rome. The objects of art preserved in its gallery are world-renowned. It was built by Cardinal Scipio Borghese, a nephew of Pope Paul V. Many of its art treasures were taken to Paris by Napoleon in 1809. Napoleon's sister Pauline became Princess Borghese in 1805 by her marriage with Camillo Felippo Ludovico Borghese.

There is But One "Holeproof Hosiery"

It has the name "Holeproof" on the toe. Please do not judge the genuine by heavy and coarse imitations.

"Holeproof" is the original guaranteed hosiery. We worked 31 years to perfect it. No maker with less experience can make a hose as good.

It is light, soft and attractive.

There are a hundred other hosieries with guarantees like ours. But you don't want hose cumbersome, heavy and coarse.

"Holeproof" today costs the same as the common. You may as well have it.

We pay an average of 63c a pound for our yarn. Ours comes from Egypt. We use 3-ply yarn throughout, with a 6-ply heel and toe. Thus we get superior wear.

We spend $30,000 a year for inspection. You'll insist on "Holeproof" if you'll compare all kinds. But don't say merely "Holeproof Hose." Look for the name on the toe, else you may get an imitation not even half so good.

If you want the most for your money you must see that you get "Holeproof."

This guarantee comes in each box of six pairs: "If any or all of these hose come to holes or need darning within six months from the day you buy them, we will replace them free."

Ask for our Free Booklet, "How to Make Your Feet Happy."

Now 25c a Pair

6 Pairs—Guaranteed 6 Months—$1.50 —up to $3.00

The genuine "Holeproof" are sold in your town. On request we will tell you the dealers' names. Or we will ship direct, charges prepaid, on receipt of remittance.

"Holeproof" are made for men, women and children. Ask your people to try them.

Are Your Hose Insured?

Holeproof Hosiery Co.
282 Fourth Street Milwaukee, Wis.

Holeproof Sox—6 pairs, $1.50. Medium and light weight. Black, black with white feet, light and dark tan, navy blue, pearl gray, lavender, light blue, green, gun-metal and mode. Sizes, 9½ to 12. Six pairs of a size and weight in a box. All one color or assorted, as desired.

Holeproof Sox (extra light weight)—Made entirely of Sea Island cotton. 6 pairs, $2.

Holeproof Lustre-Sox—6 pairs, $3. Finished like silk. Extra light weight. Black, navy blue, light and dark tan, pearl gray, lavender, light blue, green, gun-metal, khaki, mode. Sizes, 9½ to 12.

Holeproof Full-Fashioned Sox—6 pairs, $3. Same colors and sizes as Lustre-Sox.

Holeproof Stockings—6 pairs, $2. Medium weight. Black, tan, and black with white feet. Sizes, 8 to 11.

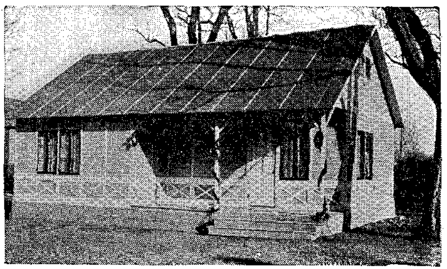
Holeproof Lustre-Stockings—6 pairs, $3. Finished like silk. Extra light weight. Tan and black. Sizes, 8 to 11.

Boys' Holeproof Stockings—6 pairs, $3. Black and tan. Specially reinforced knee, heel and toe. Sizes, 5 to 11.

Misses' Holeproof Stockings—6 pairs, $3. Black and tan. Specially reinforced knee, heel and toe. Sizes 5 to 9½. These are the best children's hose made today.

Holeproof Trade Mark Hosiery
Reg. U.S. Pat. Office, 1906.

This Portable Summer Cottage Was Put Up In a Day



Cornell Portable Houses are just as comfortable and as substantial as any wooden cottage built by your local contractor. The only difference is that our portable houses cost less, and they can be put up or taken down in a day.

Cornell Portable Houses

are built complete in sections, and are shipped anywhere by freight. Plans for erection are sent with each house, the only labor necessary being to bolt the sections together,

With one of these handsome and substantial houses you can spend the summer anywhere you please, and have more pleasure at less expense than in any other way. Cornell Portable Houses are built in many styles and sizes.

Our handsome illustrated book tells all about Cornell Portable Cottages, Garages, Stables. Boathouses, Offices, Playhouses, etc.—and gives plans and prices. *Write for it today.*

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GREEN LABEL

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is our best varnish for fine interior woodwork. It dries with a beautiful lustre and can be rubbed and polished if desired. Our reputation for quality has been built upon this varnish. Its use accentuates the beauty of natural woods, and we guarantee it to give perfect satisfaction.

Price $3.00 per gallon
Quarts 85c. each

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Makers of High Grade Varnishes for all Purposes.
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SALT LAKE CITY, UTAH
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BRONCHIAL TROCHES

Instantly relieve Sore Throat, Hoarseness, Coughing Spells and all Lung Affections. Absolutely harmless and very effective. Best on the market for more than two generations.

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Sold everywhere or sent postpaid on receipt of price, 25 cents, 50 cents and $1.00 per box.

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Thread & Thrum Rugs
we'll make the rug."

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Different from all other rugs, made in colorings to match your decorations. Special styles to go with Mission or Fumed Oak Furniture. Wool weft, seamless, heavy, reversible and durable. All sizes up to 12 feet wide and any length. Sold by best shops in principal cities. If your dealer does not keep them, write Arnold, Constable & Co., New York, for Color Line and Price List.

THREAD AND THRUM WORKSHOP,
AUBURN, N. Y.

THE WEAR AND TEAR OF ROADS

A road contractor, who is said to have had large experience in building State roads in Eastern Massachusetts, is quoted, by the New York *Evening Post*, as speaking recently of the causes of road destruction. He declared among most things that chains used on tires do not injure roads:

"When my men break up the stone for road work I do not give them a hammer made with a rubber head, nor one with a steel head and a rubber handle. Yet this is just the comparison that the opponents to the use of tire-chains are trying to use. As a matter of fact, the whole question is looked at from wrong premises. To begin with, too many forget that roads are built to take care of traffic; traffic is not something that springs up because there is a road. If this is not so, then why build roads at all? Why not have trails, paths, or what you will, and let any one who wants to use them go back in the methods and use unshod animals with the loads on their backs? However, that is only illustrative; the point is, do tire-chains injure the roads? I say they do not, any more than the hammer I mentioned would break up stone for the under course in road-building."

Another point made was that motor tires do not tear off the surface of roads. Whenever that claim has been made, and apparently supported, he says it has been because the surface of the road was already "in a condition brought about by horse traffic." The things that tear up road surfaces are "the calks on the shoes of horses." The automobile may carry off granulations from the road surface, once they have been produced, but the automobile does not produce them. Granulation is due to the calks on the shoes of horses. "Four sharp, metal points driven against the road with a force of three-quarters of a ton will do more," says this contractor, "to tear up the surface than the rolling action of any type of tire."

It may be added here that what is known as the Bradley Bill in the New York legislature, increasing the speed limit on roads to 25 miles an hour, had passed both the House and the Senate late in March, but the House, having made a few amendments, the bill had to go back to the Senate for concurrence. Simultaneously with this news, came word from Rochester that at an annual meeting of the directors of the State Automobile Association, a resolution was passed favoring the issue of a license to drivers of all motor-vehicles, and favoring also the imposition of penalties, including a suspension of the license, whenever

Pears'

"Beauty and grace from
no condition rise;
Use Pears,' sweet maid'
there all the secret lies."

Sold everywhere.

clear proof shall be shown that a professional chauffeur, or a private owner, has disregarded the public safety in operating cars. The directors also passed unanimously a resolution favoring an annual registration fee not to exceed $10, and based on the diameter of tires, this money to be expended, however, in the improvement of highways.

AUTOMOBILE SHOWS

Since the two automobile shows were held in New York early this year several other large cities have held exhibitions. Chicago and Philadelphia had shows several weeks ago. More recently Baltimore, Buffalo, Boston, Hartford, Omaha, and Cleveland have had exhibitions. In all cases the attendance and general interest showed marked improvement over anything previously seen in any of these cities.

Dealers and users of cars in Baltimore alike were enthusiastic as to the result of the show in that city. One of the chief causes of this success was the large and convenient building in which the show was held, it having been necessary in former years to use less attractive rooms. An armory which covers a full city block was used. The exhibitors numbered 44 and the cars shown 120. Thirteen makers never before represented in a Baltimore exhibition sent cars. Dealers in accessories, motor-cycle tires, and motors for motor-boats, were well represented.

In Buffalo the exhibition was so successful as to be called in *Motor Age* "an epoch in the history of the motor-world." The only serious drawback was the lack of sufficient room. With space for only 85 exhibits, there were 125 applications.

In Omaha, where the exhibition lasted four days, the attendance was computed at 20,000 persons. It had been predicted that a daily attendance of 3,000 would be secured. Instead of this, the attendance averaged 5,000. Two years ago the management of the show thought great success had been secured when 10,000 people came. Twenty-nine exhibitors took part in the show this year. Thirty-eight makers of cars sent over 100 different models.

Boston was enthusiastic over the receipt of 175 different models, these coming from more than 30 different makers. A feature of the show was the midwinter endurance test, this being a run from New York to Boston made on March 11. One object of the run was to assist the show, but its more immediate purpose was to demonstrate that the modern motor-car is able to maintain a legal rate of speed over all conditions of road in midwinter. The distance of the run was 243 miles, the actual time set for the contest being 12 hours 9 minutes.

The Howard Watch

Rhythm and regularity of stroke is one of the great points of good oarsmanship. With long training a boat's crew attains it in imperfect degree.

In the balance-wheel of a fine watch this rhythm and regularity of beat is called *isochronism*—a difficult word for a difficult thing.

The HOWARD Watch is closely and permanently adjusted to *isochronism.*

A scientific test will show that in practical everyday use the balance-wheel of a HOWARD pulsates with more perfect rhythm and regularity than that of any other watch in the world.

Every HOWARD Watch is cased at the factory and timed and adjusted in its own case by the HOWARD watchmakers.

The price of each watch—from 17-jewel in a fine gold-filled case (guaranteed for 25 years) at $35.00, to the 23-jewel in a 14-k. solid gold case at $150.00—is fixed at the factory and a printed ticket attached.

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD Jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. O, and we will send you a HOWARD book of value to the watch buyer.

E. HOWARD WATCH COMPANY
BOSTON, MASS.

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COMPRESSED YEAST
HAS NO EQUAL

MEDAL OF HIGHEST AWARD
JAMESTOWN EXPOSITION

Add TONE to Your Stationery in the OFFICE, BANK, SCHOOL or HOME by using only Washburne's Patent

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There is genuine pleasure in their use as well as **Perfect Security.** Easily put on or taken off with the thumb and finger. Can be used repeatedly and "*they always work.*" Made of brass, 3 sizes. Put up in brass boxes of 100 Fasteners each.

Handsome. Compact. Strong. No Slipping, NEVER!

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Liberal discount to the trade.

The O. K. Mfg. Co. **Syracuse. N. Y.** No 18

GRAY MOTORS

3 to 20 H. P. **$60.00 and upwards Complete in every detail, all ready to install in your boat.**

Made in the ***largest and most up-to-date plant in the world*** devoted exclusively to the manufacture of 2-cycle marine motors.

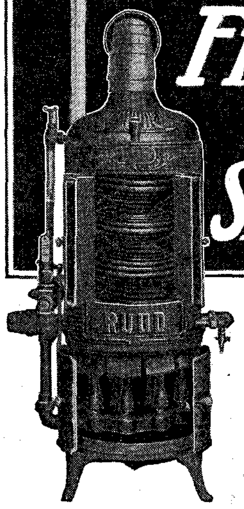
1, 2 and 3 cylinder.

Write for story of how these motors are made and catalog.

GRAY MOTOR CO. 59 Lieb St., Detroit, Mich.

DIRECT FROM WATER MAIN THROUGH THE RUUD TO FAUCET

FRESH HOT WATER VS STAGNANT HOT WATER



WATER that is heated and *kept hot* all day or all night undergoes deterioration.

It stagnates—grows stale—much faster than cold water.

It becomes one of the best *culture mediums* for germs and bacteria, until it reaches the *boiling point*, which only by accident it does in the ordinary water tank or hot water reservoir.

It is like a pond in the summer time.

The ordinary kitchen water tank or hot water reservoir is one of the most *unsanitary* and *unhealthful* things about a household.

The water tank is never quite emptied and the remaining old water communicates its impurities to the new water flowing in.

This feature alone should make a man who likes domestic sanitation and cleanliness investigate this system of *instantaneous water heating* that is being used in the best homes of America and Europe—from the cottage and the country chateau to the great estate houses.

The RUUD Automatic

Gas Water Heater

which is within the reach of the man of average means, is put in an out-of-the-way spot in the cellar, connected with the water pipe.

You turn *on* a faucet upstairs. The relieving of the water pressure automatically opens a valve which turns on and lights the gas which heats the water *instantaneously* as it passes through the pipes.

You turn *off* the faucet upstairs. The water pressure is restored and the gas is automatically shut off.

You don't have to *light* anything. You don't have to *put anything out* or *watch* anything.

The RUUD makes the water-tank a relic of bygone wastefulness and lack of sanitation—of days *that have passed.* It saves no end of time in kitchen, laundry and bathroom.

Intuitively people will not use hot water from a range tank for cooking. It is not clean and fresh.

The RUUD enables you to draw *instantly* scalding hot water just as *fresh* and *clean* as the cold water for use in cooking.

It gives you an unlimited quantity of fresh hot water—full of the energy and health of fresh water—as fit to drink as it is to bathe in. It gives you more hot water luxury than it is possible to get by any other means.

Whether your house cost $3,000 or $30,000, whether it is new or old, it cannot have the finishing touch without a RUUD heater. Easily connected with your water pipes.

Write for booklet giving pictures and particulars.

Ruud Manufacturing Company, Dept., K Pittsburgh, Pa.

We own and operate twenty-five branch sales
offices and display rooms in the United States

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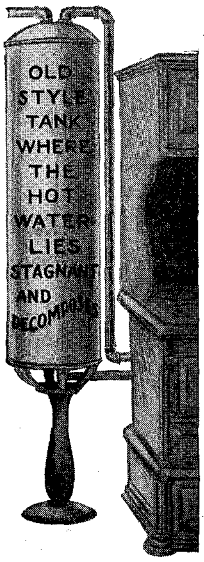
OLD STYLE TANK WHERE THE HOT WATER LIES STAGNANT AND DECOMPOSES

Peter Moller's Cod Liver Oil

is just pure cod liver oil—free from disguise, because none is needed. It is the *impurity* or *adulteration* in cod liver oil that makes it offensive to taste and smell. The purity of Moller's Oil makes it

Free from Taste or Odor.

It is this purity that makes Moller's Oil so digestible and without that nauseous "repeat"

The genuine is sold *only* in flat, oval bottles, imported from Norway, bearing the name of

Schieffelin & Co.
New York
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RHEUMATISM

Tartarlithine

cures Rheumatism by keeping the kidneys active and healthy. It dissolves the uric acid, removes chalky deposits, strengthens the nerves and purifies the blood. Does not affect the heart.

Tartarlithine rarely fails because it supplies the blood with the necessary substances to dissolve and remove the poison of rheumatism—uric acid.

Free Sample and our booklet on the cure of Rheumatism sent on request.

McKESSON & ROBBINS
93 FULTON STREET NEW YORK
SOLE AGENTS FOR THE TARTARLITHINE CO.

THE TARIFF ON CARS

E. P. Chalfant, a prominent manager in the motor-car industry, has made a plea on behalf of a protective duty on cars. He says the factories that are now building cars in this country represent an investment of over $100,000,000, employ upward of 100,000 men, and produce annually at least 75,000 motor-vehicles. Within the last ten years, nearly 300,000 automobiles have been registered in various States, and it is believed that there are now running at least 200,000 automobiles, these figures including all classes of vehicles. The amount paid out in wages annually by manufacturers is placed at $35,000,000, a sum which does not include the amount paid for labor expended on material before it is brought into the factories, this labor representing some 4,000 allied factories throughout the country.

Mr. Chalfant says a motor-vehicle of any kind can be produced in Europe for 60 per cent. of what one costs in America. Of conditions in France, Germany, and England, he says:

> "Workmen in French automobile factories are divided into three classes: (1) mechanics, (2) assistants, (3) unskilled workmen. The first may be subdivided into (a) turners and joiners, (b) assemblers, (c) drillers. The turners and joiners draw an average pay per hour of 18 to 24 cents; the assemblers 16 to 22 cents; the drillers 16 to 20 cents. The 'assistants' are workmen who show some ability as mechanics and are employed gradually on certain work requiring a material amount of skill; they are paid 12 to 16 cents an hour. The less skilled draw from 10 to 12 cents an hour. One leading French factory pays apprentices four cents an hour the first year, seven cents the second year, and ten cents the third year. A foreman receives $75-$80 a month. In the commercial department of French automobile-factories salaries begin at $20 per month. Bookkeepers are paid $40 a month on the average; and technical employees and mechanical engineers, $60 a month. Of course, some of the leading officers and technical men receive much higher pay.
>
> "The average wage of skilled workmen in German automobile-factories is said to be 11 cents an hour. Apprentices receive one-third of a cent per hour the first year; two-thirds of a cent per hour the second year; one and two-thirds cents per hour the third year.
>
> "Average wages per hour in England are: Blacksmiths, 16 cents; machinists and assemblers, 18 cents; pattern-makers, 16 to 18 cents; apprentices, 4 cents; body-makers, 20 to 24 cents; trimmers and painters, 18 to 22 cents; lower-grade workmen, 14 to 16 cents.
>
> "In England, where little or no protection is afforded by tariff, and where the conditions of living, the self-respect and intelligence of the labor element more nearly approximate the similar conditions in America, it has been fully realized that if the English motor-car industry is to survive, there must be enacted there at once just such protective measures as now exist in the United States, against the product of Continental labor and its periodical over-production and price-cutting."

Playing Middle For Both Ends.—SHE—"I always begin a novel in the middle."

HE—"Why do you do that?"

SHE—"Then I have two problems to get excited over—how the story will end and how it will begin."
—*Boston Transcript.*

CURRENT POETRY

The Wife

By Theodosia Garrison

The little Dreams of Maidenhood—
  I put them all away
As tenderly as mothers would
  The toys of yesterday,
When little children grow to men
  Too overwise for play.

The little dreams I put aside—
  I loved them, every one,
And yet, since moonblown buds must hide
  Before the noonday sun,
I close them wistfully away,
  And give the key to none.

O little Dreams of Maidenhood—
  Lie quietly, nor care
If some day in an idle mood
  I, searching unaware
Through some closed corner of my heart,
  Should laugh to find you there.

—*Harper's Bazar* (April).

Jim Crow Car

By Rosalie M. Jonas

Hey! stop dat Cyar! I's boun' ter cotch her!
  I done waited on dis track,
  Wid de mis'ry in ma back,
Till I's mighty nigh ter drop;—
An' dey ain't er one'll stop!

Say! mister, please ter "slow up," won't yer?
  An' I'll "ketch on" bes I can.
  Reckon dese ole laigs done ran
Dey las' race.—but dey ain't los'!—
Yass, I got ma nickel, Boss.

Whew! hyar he! knot all up an' twis'ed:
  Scuse me, I done los' ma haid
  Wid ma bref—I'm beat plum daid!
Lemme sot down, mister,—what?
"Ain't no seats?" Dey is, er lot.

Eh! "Niggers ain't 'lowed in de trolleys,
  Cep'n da, behin' dat bar?"
  Fence' off lak de beas'es are!
Even shet off f'um de po'
Dutty "white trash," nex de do'!

Stop! mister, lemme git off, please sir:
  "Walk?" Yass, ef I's blin' an' lame
  Ruther den sot *da*, an' shame
Wid sech low *onnatchel* sight
White folks what ain't actin'—white!

—*The American Magazine* (April).

The Boy Crusader

By Agnes Lee

Father, my feet are bleeding sore,
  With stubble, rock, and stem,
I see a roof, the hilltop o'er!
  Is this Jerusalem?

Jerusalem is far—perchance
  As far again away
As our belovéd land of France
  We left at Spring's first ray.

Father, I hunger. Bread is none.
  The way seems long to go!
Now have no hunger, little one,
  But hunger for the foe.

The Arab and the Turk now tear
  The sacred citadel,
And alien armies cloud the air
  Like grasshoppers of hell.

The son of the Egyptian slave
  Proclaims the pagan horde,

Paint Talks, No. 6—Correct Color Schemes

I have told you a good many facts regarding pure paint—white lead and pure linseed oil—the economic reasons for insisting on it when you buy paint—and how to be sure you are getting the purest that can be produced.

It is equally important to know that you have decided upon a harmonious combination of colors before the work begins, or the job will be a constant source of irritation until it is repainted in more pleasing fashion.

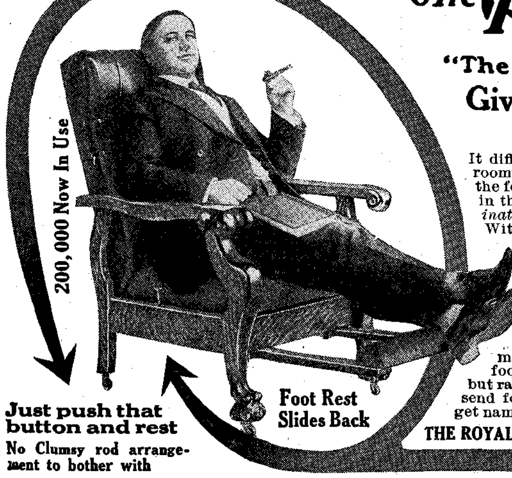
It is hard to *imagine* just what the effect of a color scheme will be. Most people have to see the finished work before they are sure whether or not they like it. For that reason I want you to send for Painting Outfit No. R. It contains among other things a book showing color schemes for the interior of the home, and another book of color schemes for exterior painting. If you wish both books please so state.

These two books cover every point in the selection of harmonious colors and contain many attractive color plates with suggested color combinations, all based on the best actual examples we could find. I believe you'll find one or both of these books a great help in selecting the color scheme for your home.

If you need paint immediately ask your dealer for white lead with the Dutch Boy Painter trade-mark.

NATIONAL LEAD COMPANY

An office in each of the following cities:
New York Boston Buffalo Cincinnati Chicago Cleveland St. Louis
[John T. Lewis & Bros. Company, Philadelphia]
[National Lead & Oil Company, Pittsburgh]



The Royal Chair

"The Push Button Kind"

Gives You Solid Comfort Without Bother

It differs from the *best* of the old, comfortable, roomy Morris chairs only in this: it has improved the features that made the Morris chair popular in thousands of homes and *has completely eliminated the bothersome, unsightly rack and rod.* With the Royal you simply push a little button and the chair assumes any one of nine restful positions—all without effort and while you sit in the chair.

Costs No More Than the Old-Fashioned Kind

Prices range from $10 to $50. Made in highest grade materials; oak or mahogany; *upholstered* in fabric or leather, or made with *loose cushions*; with or without foot-rest. Sold by practically all good dealers, but rather than accept "something just as good" send for booklet showing 85 different styles, and get name of your nearest dealer.

Just push that button and rest

No Clumsy rod arrangement to bother with

THE ROYAL CHAIR CO., 131 Chicago Ave., Sturgis, Mich.

A "Home Comfort" Stove

Have you solved the "Home Comfort" problem for this coming summer?

Are you planning to put the coal range out of commission?

Will you do the family boiling, stewing and frying in a sane and restful manner over a stove that *does not overheat the kitchen?*

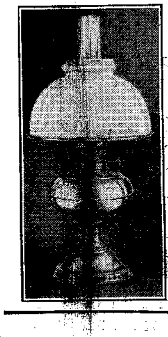
You can do all this with the

NEW PERFECTION

Wick Blue Flame Oil Cook-Stove

The "New Perfection" is different from all other oil stoves. It has a substantial CABINET TOP like the modern coal range, with a commodious shelf for warming plates and keeping food hot after cooked—also drop shelves on which the coffee pot or teapot may be placed after removing from burner—every convenience, even to bars for holding towels.

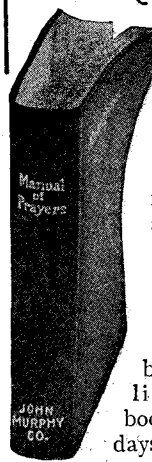
Nothing adds more to the pleasure of a summer home than a "New Perfection" Oil Cook-Stove in the kitchen. Made in three sizes. Can be had either with or without Cabinet Top. If not at your dealer's, write our nearest agency.



The Rayo Lamp All that a lamp should be the Rayo is. Well made—ornamental—not easily tipped over—has perfect combustion—greatest volume of light for oil consumed—burns longer with one filling.

If not with your dealer write our nearest agency.

STANDARD OIL COMPANY,
(Incorporated)



"I urge upon all Catholics the use of the Manual of Prayers"

J. Card. Gibbons

The Manual of Prayers, is the Official Catholic Prayer Book which comprises every practice, rite, ritual, precept, faith, hymn and psalm, Epistles and Gospels.

See that the name
JOHN MURPHY CO.
is on the title

Very convenient in size, bound in Turkey Morocco, limp back. Sold by all book-sellers, or sent for 5 days' examination.

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JOHN MURPHY CO., Dept. B, Baltimore, Md.: Please send me the "Manual of Prayers," for which I enclose $2.00. You to refund money if I do not like book and return it within 5 days at your expense.

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With name stamped on cover $2.25

Mrs. C. Lidecka, 238 12th Ave., Maywood, Ill., wears an Electrophone. Less conspicuous than eyeglasses.

Do You Hear Well?

The Stolz Electrophone—A New, Scientific and Practical Invention for Those Who Are Deaf or Partially Deaf—May Now be Tested in Your Own Home.

Deaf or partially deaf people may now make a month's trial of the Stolz Electrophone at home. This is unusually important news for the deaf, for by this plan the *final* selection of the *one completely satisfactory hearing aid is made easy and inexpensive for everyone.*

This new invention (U. S. Patent No. 763,575) renders unnecessary such clumsy, unsightly and frequently harmful devices as trumpets, horns, tubes, ear drums, fans, etc. It is a tiny electric telephone that fits on the ear, and which, the instant it is applied, *magnifies* the sound waves in such manner as to cause an *astonishing increase* in the *clearness of all sounds.* It overcomes the buzzing and roaring ear noises, and also so *constantly* and *electrically exercises the vital parts of the ear that, usually, the natural,* unaided *hearing itself is gradually restored.*

Prominent Business Man's Opinion

STOLZ ELECTROPHONE CO., Chicago.—I am pleased to say that the Electrophone is very satisfactory. Being small in size and great in hearing qualities makes it PREFERABLE TO ANY I HAVE TRIED, and I believe I have tried all of them. I can recommend it to all persons who have defective hearing.—M. W. HOYT, Wholesale Grocer, Michigan Ave. and River St., Chicago.

Write or call at our Chicago office for particulars of our *personal home test* offer and list of prominent endorsers who will answer inquiries. Physicians cordially invited to investigate. Address or call (call if you can).

Stolz Electrophone Co., 1751 Stewart Bldg., 7th floor, Chicago
Branch Offices: Philadelphia, Cincinnati, Indianapolis, Pittsburg, Louisville, Los Angeles, Seattle, Des Moines, Toronto.
Foreign Office: 82-85 Fleet St., London, Eng.

Then on! then on! to swell the brave
 Militia of the Lord!

Father, at noon an aged man
 Dropt fainting on the wold.
I saw thee loiter from the van,
 I saw thee take his gold.

By Urban and by Adrian, yea!
 The deed was in the right.
'Tis writ: "The thief of yesterday
 Shall be to-morrow's knight."

Father, I see a sunlit tower
 Gleam like a diadem!
Is this the honey and the flower?
 Is this Jerusalem?

Hush, child! 'Tis but a stable-town
 Where beasts of burden wait.
'Tis not for many a red sundown
 We reach the holy gate.

Father, last night I could not rest.
 I saw, from my dim place,
A face lie laughing on thy breast.
 'Twas not my mother's face.

By Urban and by Adrian, hush!
 The crimson cross shall win
For him who seeks the battle-rush
 Remission for all sin.

O I am but thy step's delay!
 O father, loose my hand!
I can no longer keep the way,
 Nor reach the holy land.

Yet it were sweet to live, and toil
 Unto the warring tryst,
To spill my blood upon the soil
 That drank the blood of Christ.

Father! I see a rock-built dome
 Within my closing eyes;
I see a city through the gloam,
 And sworded angels rise.

They come, they come, with shout and stir!
 In hosts they gather them!
Is—this—the holy sepulcher?
 Is—this—Jerusalem?

—*Appleton's Magazine* (April).

The Great March

By E. C.

Yes, I was with the Emperor when he brought
 The broken army back to France again.
Many the hungry days, many the nights
 We had no shelter from the bitter rain.

Many the weary battlings with the wind
 That found us out-at-elbows, out-at-knees:
But, when I dream, my heart remembers best
 The wind's song in the roadside poplar-trees.

I can not leave my chair to meet the wind.
 Crippled with age and hardship here I sit
And live my youth again, and dream the march,
 And I remember all the best of it.

The rosy dawns that found us on the road,
 The splendid stars that ransomed frosty nights;
And, almost, I forget the Russian snows
 In their reflections of the sunset lights.

Splendid the hopes we carried with us then,
 Splendid our faith in him who led us forth.
And I remember all his victories,
 Forget the horrors of the embattled north.

This is to be our heaven, or so I think:
 When of Life's march we leave the lagging rows
We shall remember all the best of it.
 The rest will vanish as our eyes we close.

—*Westminster Gazette* (London).

PERSONAL GLIMPSES

A BARE-BACK RIDE ON A SEA-COW

A NEW sport has been invented by a little party of scientists who recently explored some of the rivers down about Florida and the Gulf of Mexico in search of sea-cows for the New York Aquarium. This interesting and highly exciting pastime is simple and inexpensive when compared to African trips, and is much more novel than shooting lions and elephants. The only equipment needed is a small boat, a lasso, or harpoon, and plenty of nerve. The method is also recommended for its simplicity. You hunt around in the river until the gentle sea-cow makes itself evident in the manatee grass, spear or lasso the animal, and then prepare to sit in your boat and be towed many miles on the sea-cow's personally conducted tour. Then if this becomes tiresome, you may entice the animal to the side of your craft, jump onto its back, and away you go astraddle one thousand pounds of active life with nothing but a flipper to hold to. A. W. Dimock, who may be credited as the inventor of this new form of water sport, writes of his experiences in *Recreation* (New York, April). As he tells it:

> Suddenly a terrified manatee leapt from under the bow of our little motor-boat, half its length out of water, throwing barrels of it high in air and drenching every one on board. I remember that no one then said, "There it goes!" or thereafter claimed the honor of having first seen it. A moment later a series of swirls rising to the surface showed the line of the creature's flight, which we were quick to follow. The swirls were several times repeated and thereafter a faint trail of mud in the water guided us. Then, as all signs ceased, we stopt the motor and studied the smooth surface of the bay in all directions, for the sea-cow is a cunning creature given to stopping suddenly when hotly pursued, and quietly sneaking away on the back trail.
>
> Five minutes passed and I had become most anxious, when the hunter-boy saw a black nose appear for an instant two hundred yards behind us. Again we were on the trail, which we kept so closely for an hour that the quarry became flurried and short of breath. It swam back and forth, coming up to breathe every minute and sometimes so near that we could have touched it with an oar. I was tempted to try lassoing it from the power-boat, but refrained, knowing the chances were even that it would sink the boat and at least ruin the camera outfit.
>
> The sailor-boy and I got into the skiff, while the hunter-boy took the wheel and the camera-man made ready his machinery. I had a steel ring four feet in diameter, fastened on the end of the harpoon pole and at right angles to it. This held open the loop of a lasso which I think I placed over the head of the manatee when it came up to breathe just ahead of the skiff. I shall never know whether I really got it over its head or not, since I came up to the surface of the water with my ideas in much confusion. In my next approach I was more circumspect and I soon learned that when the sea-cow was within reach of the pole the skiff was likely to be within striking distance of its tail and that it always struck. Big as it seemed to be it was only a baby manatee, and I succeeded in getting the net over it without being wrecked. While it was breaking up this net we got another one over over it, and thereafter its capture and shipment were simple matters. The camera-man complained bitterly because he lost all the fun of the affray, and after we had shipped the baby and swapped off the sailor-boy for our captain of former years we came back for the baby's papa.
>
> In this hunt we spent many exciting hours before we finally got a line around the big manatee which played his part to the satisfaction of even the camera-man, who was after all the most exacting member of the party.
>
> The sea-cow dragged us under mangrove-bushes that overhung a deep channel running beside the river bank, sending me to the bottom of the skiff and nearly dragging the captain overboard. In my

Whitman's
CHOCOLATES
CONFECTIONS

The Fussy Package
(A New Idea)

The most popular assortment of fine chocolates ever boxed. Best described by its name—"A Fussy Package for Fastidious Folks." Made up entirely of selected hard and nut-centered chocolates—no bonbons or cream-centered kinds. Sold fresh in dainty packages by Whitman Agents in every locality—you could not wish a more attractive Easter treat. Ask for

Whitman's
"Fussy Package"

For People who don't like Cream Chocolates

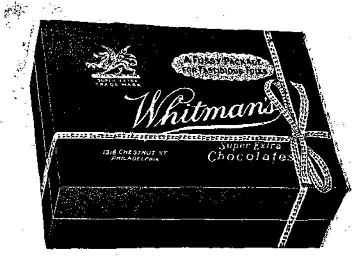
SUPER EXTRA TRADE MARK

All Chocolates and not a Cream Center in the Lot
$1.00 a Pound Box
Also in Half-Pound, Two, Three and Five Pound Boxes.

The Fussy Package is original with "Whitman's," the famous old Philadelphia chocolates which since 1842 have been favorites of fashionable society everywhere. Contains nothing but the very finest hard and nut centered chocolates, such as

Chocolate Covered Nougat, Molasses Chips, Almonds, Walnuts, Marshmallows, Cocoanettes, Pecans, Molasses Blocks, Neapolitans, Cream Nuts, Caramels, and Blossoms of Solid Chocolate.

Look for the "Fussy Seal," the "Green Box" and the "Silver Braid."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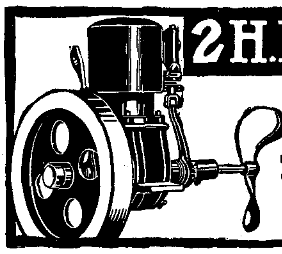
1316 CHESTNUT ST PHILADELPHIA
Super Extra Chocolates

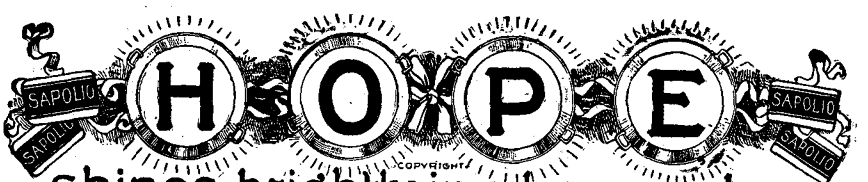
One Whitman agent, usually the leading druggist, in every locality. Sold at the same price, $1.00 a pound, everywhere. Purchasers are certain of getting Whitman's Candies absolutely fresh, as our agents are supplied regularly by express, and are never overstocked. If no Whitman agent is convenient to you, send $1.00 for a sample box. Write for booklet "A Candid Chat with Fussy Folks."

STEPHEN F. WHITMAN & SON, Philadelphia, U. S. A.



2 H.P. Detroit Engine $29.50

3-5-7-10-12-14 and 40 H. P. at proportionate prices.
Starts without cranking; no cams, valves, springs or sprockets. Only three moving parts. Uses alcohol, gasoline, naphtha, distillate, kerosene, coal oil, etc. All bearings babbitted. Cylinders and pistons ground. Crank shaft forged steel. For your Row Boat, Sail Boat, Launch. 10,000 in use, All sizes ready to ship. Send for testimonials and free catalog.
DETROIT ENGINE WORKS, 1334 Jefferson Ave., Detroit, Mich.



shines brightly in a house where SAPOLIO abolishes dirt, but "Dirt and despair are close of kin."-Try it in your next house cleaning.

2c a Week Does Washing!

We Prove it at OUR EXPENSE

1900 Electric Motor Washer
Can be connected with any ordinary Electric Light Fixture

Forget all you know about washing-machines—for there never was one like this. It's the 1900 MOTOR WASHER—*absolutely self-working!* It *does it all.* It does it *right.* It does it for *2 cents a week.* And does it so *quick* that it shortens the time to MINUTES instead of HOURS.

Washes in Six Minutes!

We mean it. Seeing is believing! It seldom takes longer than *two* minutes. *Never* longer than *six!* And the *clock* will verify our claim. You can read or sew or play with the baby while the machine is doing the washing.

Does Both the Washing and Wringing
Self-Working Wringer Furnished Free

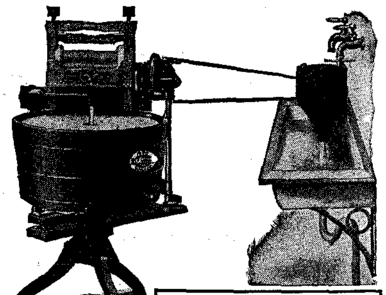
The Motor Washer operates the Wringer, too. No crank to turn—no handle. The Wringer works itself, just as the Washer does. Cog wheels cased in steel to prevent danger of soiling clothes or mashing the fingers.

The Wringer comes FREE with every 1900 Motor Washer.

The 1900 Motor Washer

Sent Anywhere on 30 DAYS' FREE TRIAL!

Surely you are willing to be *convinced* that this Washer will do all we claim. We offer to send a 1900 Motor Washer on absolute FREE TRIAL for an entire *month* to any responsible person. Not a cent of *security*—nor a promise to *buy.* Just your word that you will give it a test. We even agree to *pay the freight,* and will take it back if it fails.



1900 Water Motor Washer
Can be connected with any Water Tap instantly

Machine Can be Run by Electricity, Water-Power or Gasoline Engine

The outfit consists of the famous 1900 Washer with either Electric Motor or Water Motor. You turn on the power as easily as you turn on the light, and back and forth goes the tub, washing the clothes for dear life. And it's all so simple and easy that overseeing the work is mere child's play.

Which Free Book Shall We Send?

We publish an "Electric" Book and a "Water-Power" Book. Tell us *which one* to send you. Learn how to make electricity or water-power do all the washing and wringing at a cost of only 2 cents a week. Why not get one of these wonderful machines and snap your fingers at the bugbear of Washday? Send a postal NOW for one of the FREE BOOKS.

Address, The 1900 Washer Co., 3334 Henry St., Binghamton, N. Y. Or, if you live in Canada, write to the Canadian 1900 Washer Co., 355 Yonge St., Toronto, Canada.

BUFFALO

LITHIA SPRINGS WATER

A Powerful Nerve Tonic and Restorative. Does it Contain Hypophosphites of Lime and Soda?

Hunter McGuire, M. D., LL.D., *Ex-President American Medical Association, and of the Medical Society of Virginia; late President and Professor of Clinical Surgery, University College of Medicine, Richmond, Va.:* "It has never failed me as a powerful **NERVE TONIC** when I have prescribed it as such. I sometimes think it must contain Hypophosphites of Lime and Soda. It acts as that compound does—as a tonic and alterative. I know from its constant use, personally and in practice, that the results obtained are far beyond those which the analysis given would warrant."

Charles G. Hill, M. D., *Professor of Nervous and Mental Diseases, Baltimore Medical College, etc.:* "In many forms of **Nervous Exhaustion,** accompanying an excess of urates and phosphates it is invaluable."

Voluminous medical testimony mailed. For sale by the general drug and mineral water trade. *Hotel and Springs open June 15.*

Buffalo Lithia Springs Water Co.
BUFFALO LITHIA SPRINGS, VIRGINIA

eagerness to make the manatee pose for the camera-man I sometimes pulled the skiff too near the creature only to have it lifted half out of water by a blow from the broad tail of the sea-cow. Often he towed us at a speed that took us out of range of the camera-man, then turning, would swim directly under the skiff, playfully tossing a few barrels of water over us as he passed. He swam for long distances near the bottom of deep channels, rising at rare intervals for breath, then carried us across banks where the water was only five feet deep and we could see his every motion.

After an hour or so of violent action the creature became tractable, and tho his strength was unabated, permitted me to draw the skiff beside him without lashing out with his tail. I kept the boat so near that he feared to come to the surface to breathe, until his need became so great that he lifted his nose out of water beside the bow of the skiff within reach of my hand, which I laid upon his nostrils. The manatee sank at once, but came to the surface almost instantly and held his nose out of water despite my efforts to keep his head under, until he had filled his lungs with air. After that when he became frightened and wild I kept him from breathing by splashing water on his nose and driving him under until lack of breath made him gentle again.

He became so quiet that the camera-man, who was looking for excitement, suggested mildly that the captain and I had promised to tackle a manatee in his own element, in the interest of the camera. The next time the skiff was beside the animal the captain made good by throwing himself astride the sea-cow and attempting to ride him as a cowboy would have ridden his prototype of the plains. No steer ever got rid of its unwelcome burden more promptly than the manatee, which first roached high his back, quite like a bucking bronco, and as the captain slid aft on the mass of muscle that makes up the tremendous tail of the creature, that member was thrown violently upward and my captain was tossed lightly in the air, made to turn a half-somersault backward and plunged head downward to the bottom of the bay. A moment later the manatee pushed the line which held him over his head with his flipper and was free for an instant, until I was beside him in the water, clutching his soft lips and one of his flippers. The captain recovered from the confusion, which caused his first few strokes as he reached the surface of the water to carry him away from me, and swam at once to my assistance.

For a few minutes the big sea-cow made things lively for us, and churning the water with his huge propeller carried us swiftly along the surface, or rolled us under, to the great joy of the camera-man, who got busy with his instrument and chugged around us in his little motor-boat. Very soon the sea-cow became gentle as an alderney on land, and the captain swam away to recover the skiff which was drifting in the distance, while I clung to the powerful creature which could have demolished me with a blow of his tail, but which swam gently about and posed for his portrait with perfect good nature.

I guided the manatee with ease to a bank where the water was only up to my shoulders and helped him to pose as long as the plates of the camera-man held out. Then, loosening my hold of the gentle creature, I swam beside him as he moved slowly away, until with a single stroke of his tail he shot yards ahead of me, deep in the water, and the manatee chase was ended.

JOHN BURROUGHS IN GEORGIA

NOT long ago John Burroughs, the naturalist, made a trip into the South, to enjoy a little Georgia hospitality and incidentally to get a line on the particular brand of goods nature serves up in B'rer Rabbit land. His Georgia host, R. J. H. De Loach, has lately sketched an account of his conversations with Mr. Burroughs and gives many of the intimate details of the visit. We quote from *Uncle Remus's Magazine* (April):

Shall I ever forget the morning, just a year ago, that John Burroughs, a basket in one hand and a hand-bag in the other, walked up from the train to my house?

His eyes caught a glimpse of every bird on the ground, in the trees, and in the air above, and he would rejoice saying. "I hear the thrasher somewhere!" "There is a robin!" "How many jays you have down here!" "There is a tree in full bloom; it looks like one of the plums!" These bits of natural history made him feel at home, and as if he were among his neighbors. Every flower seemed to be a revelation and an inspiration to him, and his very love for them proved a great inspiration to me. He noted with special emphasis that our Spring in Georgia is at least a month earlier than theirs in New York. The weather was ideal while Mr. Burroughs was here, and, as a result of this, he would often, while walking in the late afternoon, speak of the saffron sky and of the season it foretold.

When urged to feel at ease, he would reply: "I want to invite my soul; just walk around and take things easy. I like to saunter around." It is remarkable to see how vitally all objects of natural history affect him now, and he seventy-two years of age. They seem to be a part of him. Go to Nature with him and you will be specially imprest with his remarkable keenness of perception, and ability to read and enjoy the "fine print and foot-notes." He looks into the secrets of Nature and interprets them. He goes to the woods because he loves to go. When he returns he tells, in his essays, just what he saw and felt. In the evenings his conversations lead up to these things, and the philosophy of natural history. He will be found putting two and two together to make four, and of course when he finds that some other writer on these matters makes five out of two and two, he knows it and is ready to challenge it.

Mr. Burroughs one evening entered fully into a discussion of Emerson, Thoreau, and Whitman. The writer quotes his words as follows:

> Thoreau was somewhat eccentric and did not reach a large class of people like Emerson, who always savored of youth, and stimulates all who read him. Thoreau was original, however, and his books breathe the breath of real things. Whitman was larger than Thoreau, and encompassed the whole world, instead of a little nook of the woods like Walden Pond. He used to breakfast with us on Sunday mornings when we lived in Washington, and he never reached our house on time for meals. Mrs. Burroughs would fret and worry and get hot while the breakfast would get cold. One moment she would be at the door looking down the street, another she would be fanning with her apron, wishing that man would come on. Presently, Walt could be seen, and he would swing off the car, whistling as if a week was before him in which to get to his breakfast. To have him in our home was a great pleasure to us. He always brought sunshine and a robust, vigorous nature. Once Mrs. Burroughs had prepared an extra good meal, and Walt seemed to enjoy it more than usual. After eating most heartily he smiled, saying, "Mrs. Burroughs knows how to appeal to the stomach as Mr. Burroughs does to the mind." I often saw him on the front of a horse-car riding up the streets of Washington. Far down the street, before I could see his face, his white beard and hair could be seen distinctly. He usually rode with one foot upon the front railing, and was with Peter Doyl, a popular cab-driver, oftener than he was with any one else. Doyl was a large Irishman with much native wit, and was a favorite of Whitman's.

Mr. Burroughs' discussion of his literary beginnings and of *The Atlantic Monthly* are of interest. He said:

> *The Atlantic* is my favorite of American periodicals, and I like to see my papers printed in it. It seems always to hold to a very high standard of excellence. I remember well when the magazine was launched in November of 1857. I was teaching at the time, and, having purchased a copy, in the town in which I was teaching, I returned home and remarked to Mrs. Burroughs that I liked the new magazine very much and thought it had come to stay. Somehow, the contents made me feel assured of its success. I was married in September before the magazine appeared in November. My first essay was printed in *The Atlantic* in November of 1860, three years after it had been launched. I was very proud, indeed, when I had received the magazine and found my own work in print in it. The essay was "Expression" and was purely Emersonian. Now I knew it

Victor-Victrola

Caruso and the Victor-Victrola

The celebrated tenor listening to a *Victor Record* of his own voice, on the *Victor-Victrola*—a new style *Victor*.

Victor-Victrola XVI
Mahogany, $200

Quartered oak, $200
Circassian Walnut, $250

Horn and all moving parts entirely concealed. Music made loud or soft by opening or closing small doors.

The cabinet contains albums for 150 records and drawer for accessories. All metal parts heavily gold-plated.

Other styles of the Victor from $10 up

If only a few of the world's greatest artists made records exclusively for the *Victor*, it might signify little. But when such famous singers as Caruso, Calve, Eames, Farrar, Gadski, Homer, Melba, Plancon, Schumann-Heink, Scotti, Sembrich and Tetrazzini *all* make records exclusively for the *Victor*, it is not only a splendid tribute to the high musical qualities of the *Victor*, but the most conclusive proof of its all-around superiority.

Prove it for yourself. Hearing is believing. Any *Victor* dealer will gladly play any *Victor* music you want to hear.

Write to us for complete catalogues of the *Victor* and *Victor-Victrola*, and *Victor Records*; also for name of the nearest *Victor* dealer.

Victor Talking Machine Co., Camden, N. J., U. S. A.
Berliner Gramophone Co., Montreal, Canadian Distributors.

Victor
"HIS MASTER'S VOICE"

To get best results, use only Victor Needles on Victor Records

A complete list of new Victor Records for April will be found in the April number of Munsey's, Scribner's, McClure's, Century, Everybody's and May Cosmopolitan.

ALUMINOID *Falcon Pen*

The most popular shape ever made in a pen. It is finely balanced, holds much ink, gives an even delivery, is firm and smooth and springy.

Aluminoid Falcons are formed of a light alloy that cannot corrode, and they give complete service until they are all worn out.

This pen is one of the little things that are worth knowing.

For sale by Stationers.

Samples sent for 2 cents postage.

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NO CITY grows and spreads out like New York. Nowhere else does real estate always increase in value. Nowhere else are so many young, ambitious, salaried men borrowing money at liberal interest to build homes and avoid excessive rents. Capital in most localities cannot be loaned so safely and profitably. It cannot earn enough to pay you the dividends that our patrons have received through us for many years. **FIVE PER CENT,** reckoned for every day we have the funds, whether the time be long or short, principal secured by

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safety assured by our reputation of sixteen years, and constant supervision of all operations by the New York Banking Department. *Write us.*

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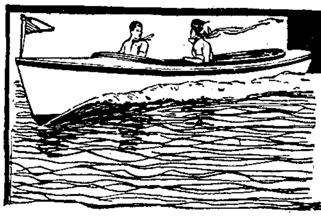

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18-21-25 foot launches at proportionate prices. All launches fitted with two cycle reversing engines with speed controlling lever; simplest engine made; starts without cranking, has only 3 moving parts. Steel rowboats, *$20.00.* All boats fitted with water-tight compartments; cannot sink, need no boat house. We are the largest manufacturers of pleasure boats in the world. Orders filled the day they are received. We sell direct to user, cutting out all middle-men's profits. **Free Catalogue.**

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Rexall

"93" Hair Tonic

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NINETY-THREE
HAIR TONIC
UNSURPASSED FOR DANDRUFF, FALLING HAIR AND IRRITATIONS OF THE SCALP
UNITED DRUG CO., Boston, Mass.

"One of the 300"

The Best Hair Tonic ever invented—

in the estimation of our expert chemists and the tens of thousands of people who have put it to a practical test. We base this assertion on the fact that the formula was selected from hundreds of other prescriptions considered most efficient, and highly scientific—after which it was improved upon.

We are so confident that Rexall "93" Hair Tonic will give you absolute satisfaction that we guarantee on every bottle to refund your money if it does not do as we claim.

Rexall "93" Hair Tonic proves itself to justify all the claims we make for it. It is clean, pleasant to use and efficient—prevents dandruff, keeps the scalp healthy and clean, nourishes the hair roots, makes the hair glossy and will even grow hair on bald heads if there is any life left in the hair bulbs.

Rexall "93" Hair Tonic is sold only by one druggist in any one town or city. These stores are known as

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They are located in over 2,000 towns and cities in the United States. You cannot obtain Rexall "93" Hair Tonic elsewhere. We urge you to remember this. If there is no Rexall Store in your town, send us $1.00 and we will send a large size bottle, express charges prepaid, to any point in the United States or Canada.

Rexall "93" Hair Tonic comes in two sizes, 50c. and $1.00. Booklet, entitled "Treatise on Care of the Hair," mailed free on request.

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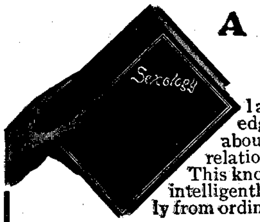

A Happy Marriage

Depends largely on a knowledge of the whole truth about self and sex and their relation to life and health. This knowledge does not come intelligently of itself, nor correctly from ordinary everyday sources.

Sexology
(Illustrated)
by William H. Walling, A.M., M.D., imparts in a clear, wholesome way, in one volume:

Knowledge a Young Man Should Have.
Knowledge a Young Husband Should Have.
Knowledge a Father Should Have.
Knowledge a Father Should Impart to His Son.
Medical Knowledge a Husband Should Have.
Knowledge a Young Woman Should Have.
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Medical Knowledge a Wife Should Have.

Rich Cloth Binding, Full Gold Stamp, Illustrated, $2.00
Write for "Other People's Opinions" and Table of Contents.
Puritan Pub. Co., Dept. B, Phila., Pa.

would never do for me to keep this up, if I hoped for great success. This essay was so like Emerson that it fooled Lowell, the editor of *The Atlantic*, and Mr. Hill, the rhetorician, who quoted a line from it giving Emerson as the author. (Here Mr. Burroughs laughed.) You know, it was not customary to sign names to articles written for periodicals in those days. I was so much worried about this Emersonian mask that I resolved to lay it off. So I began to write of things that I knew about, such as birds and flowers, the weather and all out-door Nature. I soon found that I had lit upon my feet, that I had found my own.

The title of my first book was "Notes on Walt Whitman as Poet and Person," and was published in 1867. Later I wrote a book on "Whitman: A Study." Since I first turned attention to Whitman, he has never released hold upon me. I found a more wholesome air in his than in any other poetry, and when I met him and learned to love him, his attractive personality strengthened my love for his writings. He is the one mountain in our American Literary Landscape. There are some beautiful hills.

I don't seem to be in a mood to write poetry. One can not write when he thinks to do so. He must have a deep consciousness of his message, if he would say something that will hold water. Probably I shall find my muse again some day; I don't know.

I have always been a lover of the farm. I am a man of the soil. I enjoyed the smell of that manure, as we passed up the road to-day. It recalled my early days when I used to put it out on the farm. Anything that savors of the farm and of farm life is pleasant to me. Nothing makes me happier than my annual visits back to my old home in the Catskills. When Mrs. Burroughs and I decided to buy a home and move away from Washington, I could not decide just where would be best for us to settle, so we thought to get near New York and at the same time as near the old home as possible. We have enjoyed our life at Riverby very much, and it is convenient in every way. We have a great many visitors, and like to see them come.

At this time we have no great writer, but many who use pretty English. They seem to have no great message. Stedman wrote well, but his essays always savored too much of the midnight oil. They read as if the best of his energy had been spent in something else, and the tired midnight hours turned to literary work. They are not fresh like Lowell's essays. I do not think anything he wrote has lasting qualities with the possible exception of two or three poems. Aldrich wrote sweet verse, but it is sweet in the sense that a peach or a plum is sweet. It has no fast colors. Trowbridge is one of our best present-day writers, and much of his work will be unknown to the next generation. He is a man of attractive personality and exceptionally pleasing manners. Mrs. Burroughs and I have for a long time enjoyed his friendship. As for my own writings, I sometimes wonder just how they have affected people, and what my life has meant. I have always hoped that some would be helped by my books. A short time ago, I had a letter from a preacher in the upper part of New York State, who had just finished a book on "The Gospel of Christ," and he asked me if I would write a book on "The Gospel of Nature." After I received the letter and began to think about the matter, I was much perplexed as to whether there *is* a gospel of Nature. I have since then written something along the line suggested, but I do not know whether it will ever appear in print. It is always interesting to have suggestions from any one about what I should write. Writing is more a product of the soul than of the will."

MARK TWAIN'S YANKEE ITALIAN VILLA

Mark Twain has lately added his name to the long list of writers who have retired to the country for their literary inspiration. The humorist has just completed an Italian villa in the Connecticut hills, and is living the life of a country gentleman. A unique feature of the story is the fact that the house was planned and built without the owner's supervision, his only direction being that his living room be of ample size. A writer in *Country Life in America*

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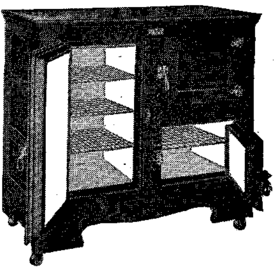
Home Refrigeration

This book tells how to select a refrigerator—how to know the poor from the good—how to keep down ice bills—how some refrigerators cause Typhoid or Typhus fever—lots of things you should know before buying any refrigerator

The "Monroe"

It also tells all about the "Monroe," the refrigerator with inner walls made in one piece from unbreakable **SOLID PORCELAIN** an inch thick with all corners rounded, no cracks or crevices anywhere—and how The "Monroe" can be sterilized and made germlessly clean in an instant by simply wiping out with a cloth wrung from hot water.

The high death rate among children in the summer months could be greatly reduced if the Monroe Refrigerator was used in every home where there are little folks.



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When you have carefully read the book and know all about Home Refrigeration, you will know **WHY** and realize how important it is to select carefully. Please write for the book today.

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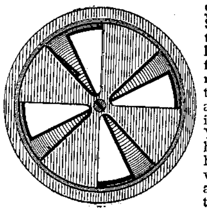

$2.00 brings you an Economy Stove Lid, prepaid. We positively guarantee it to save at least one-third on any kind of fuel. Test it on your kitchen range ten days. If not satisfactory send it back at our expense, and we will return your $2.00 in next mail without question. Your name on postal brings handsome folder explaining how the Economy Stove Lid works and why it is able to accomplish all we can prove that it can. Write today!

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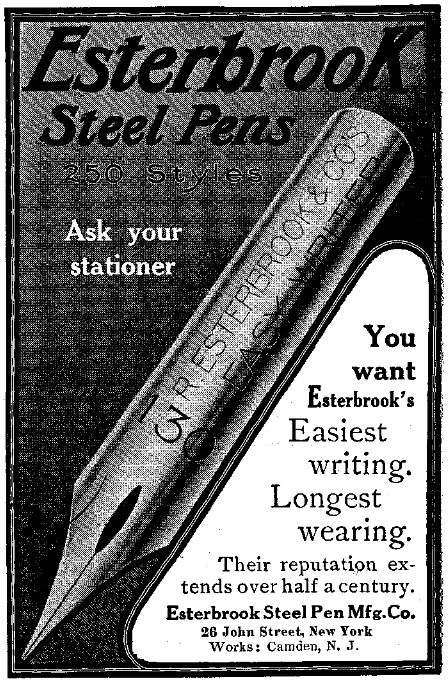

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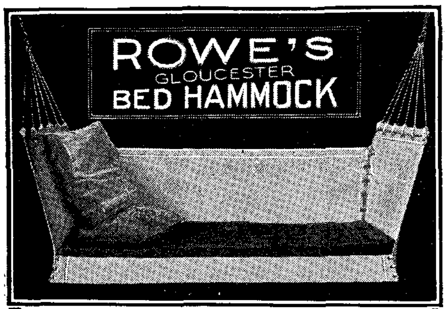

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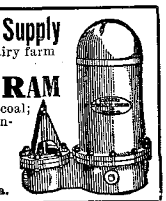

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The Dainty Mint Covered Candy Coated Chewing Gum

Particularly Desirable after Dinner

YOUR BUSINESS FRIEND KNOWS how very refreshing Chiclets are after a strong cigar.

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Frank H. Fleer & Co., Inc.
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describes the house in detail and quotes Mr. Clemens upon the subject thus:

"What do I raise on my farm?" echoes the owner of "Stormfield." "Really nothing but sunsets and scenery."

The joy of country life has entered deep into the soul of the man. He loves the seclusion that his fame will not permit in the city; but he loves people, too, and draws about him from the outside world friends of his own choosing. He loves the house itself.

"It was designed by John Howells, son of *the* Howells," Mr. Clemens tells you, "and he and my daughter Clara and Miss Lyon planned out its particulars and built it; and they did it without any advice or instructions from me. I had every confidence in their taste and judgment and none in my own. My meddling would only have made confusion. I was not willing to discuss the plans nor look at the drawings. I merely said I wanted three things—a room of my own that would be quiet, a billiard-room big enough to play in without jabbing the cues into the wall, and a living-room forty by twenty feet. For the rest they could do as they liked, and I had nothing more to do with the house until I drove up from the station last June to occupy it. I didn't want any of the bother of building. I had enough of that in Hartford when we built a $20,000 house on a $10,000 lot at a cost of $155,000. The only other stipulation was that the house should cost a certain sum."

"Did it?" I asked.

"Well, half of it did," the philosopher admitted, smiling.

Any one who has ever superintended the building of a home from a distance will appreciate some of the difficulties experienced by Miss Lyon, whose duties were divided between New York, Redding, and Bermuda! The workmen, mostly natives, and representing twenty trades, had to be kept up to unwontedly high standards, but they were not slow in learning that the little woman who was likely to appear suddenly in their midst almost any day, had knowledge, sympathy, tact, taste, and executive ability of a high order. Under her leadership they worked amazingly. Prosperity came in her train. Mortgages began to melt in Redding. Apparently the men would do anything in the world for her except finish the house and be out of it on the day Mr. Clemens had been promised to find it ready and furnished, with the dinner on the table and the cat on the door-mat. When Miss Lyon went to Redding to place the furniture a few days before Mr. Clemens was expected, she was horrified to find the rooms still filled with workers in the midst of chaos. Calling the men together, she explained the absolute necessity of keeping the promise to the owner, and asked for volunteers to stay till midnight, every night if necessary, until the house should be in complete readiness. Then, under her leadership, how the tools and brooms flew! When the men had swept up the shavings, hustled the last piece of furniture into place, hung the last curtain, and laid the last rug the night before Mr. Clemens was due to arrive, Miss Lyon called her assistants into the kitchen for a midnight supper and to drink the health of the owner in old Scotch. Then, seating them in the beautiful big library, she played to them awhile on the orchestrelle. "Now it's a home and no longer a job," one of the men was heard to whisper.

The next day Mr. Clemens drove up to the door and came into possession of his own.

"And so I did not see the house until it was finished and the furniture in it," he says.

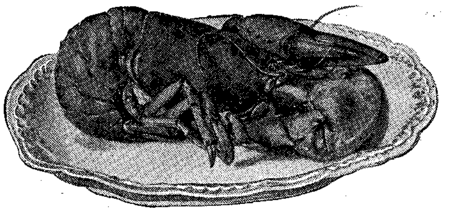
Mark Twain tells of the origin of the name "Stormfield" as follows:

"'Stormfield'—what an appropriate name for this place," said I.

"Isn't it a good name?" exclaimed my host. "But you can scarcely guess how appropriate it is. You have noticed that the loggia really is the most valuable feature of the house. I will add that it has had its share in the naming of it. Originally the idea was not to add it to the house until this year or next, because it would be expensive and it seemed judicious to put it off until business should recover from the devastating panic. Still, I greatly desired that loggia and the suite of rooms over it; so I concluded to make Captain Stormfield pay for it. He could afford it, but I couldn't."

"And who, forsooth, may the obliging Captain be?" I asked.

"Oh, an old sea-going friend of mine of long, long



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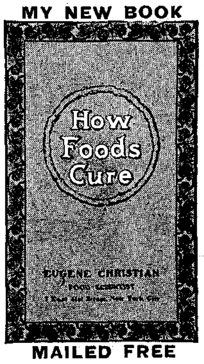

Your blood and your body are made of the food you eat. If you eat the right kind and quantity of food, you cannot fail to have health and strength. If you are weak or sick, it means that you are eating the wrong kind and quantity of food. I tell you how foods cause and also cure disease. If you are ill—no matter what your trouble is—send for my new booklet, "HOW FOODS CURE" mailed free.

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Since last Summer we have had to refuse orders for over 100,000 tons of coal at good prices because our equipment is too small.

Our mines are developed to the point where we can turn out 1000 tons per day, but insufficient facilities for handling coal between mine-mouth and railroad cars limit our actual output to one-third that amount.

Two courses were open to our stockholders: To grow slowly and develop the property out of current earnings, or to issue bonds and so provide the funds needed for immediate profitable improvements.

The second course was adopted because our net earnings even with our present inadequate equipment are enough to pay three times over the interest charges on the total proposed bond issue, and because the security, coal, is one of the most staple commodities in the world, more than 80% of the motive power of the United States being derived therefrom, and because our district—The Georges Creek region—is recognized as producing a steam and smithing coal equal, if not superior, to any other coal in the world.

Accordingly, we offer for subscription $150,000 of 20-year gold bonds bearing 6% interest in denominations of $500.00 and $1000.00 at par. These bonds are a first and only lien upon the property which is assessed at $268,000 and contains coal in the ground valued at from $850,000.00 to $1,000,000.00.

The trustee of the bond issue is the International Trust Co., of Boston, to whom inquiries or subscriptions may be sent.

Full information and references, concerning resources, personnel and history of the Company will be given interested persons. Further investigation will prove that these bonds are exceptionally well secured investments.

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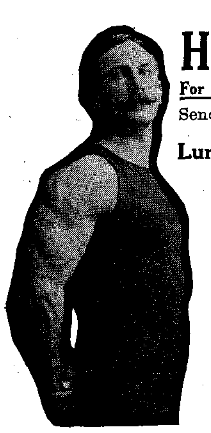

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ago. I knew him at sea, forty-one years ago. He was always spinning prodigious yarns and I wrote out one of them and entitled it 'Captain Stormfield's Visit to Heaven.' That was just a little over forty years ago. But I didn't publish it. I was afraid it was a little too free-spoken, and indeed it was in that old conservative day. Now and then, as the years drifted by, I went over the manuscript and modified it a little, but still didn't print it. But at last, when I wanted the loggia, I got out that rusty little batch of paper and counted the words and saw that there was enough of them to build the loggia; so I sent the 'Visit' to *Harper's Monthly* and collected the money and built the loggia with it. Forty years ago I didn't know I was going to build an annex to a house with that sketch some day. As you perceive, the loggia cost me nothing. Stormfield built it; Stormfield paid for it. Isn't it only fair to name the house after him? I think so—and so 'Stormfield' it is."

THE PHILIPPINES' LATEST VICTIM

DR. WILLIAM JONES, the noted anthropologist, who was recently murdered by wild tribesmen in the Philippines, was an American scientist, whose career has been marked by grit and achievement. Dr. Jones was in the Philippines for the Field Museum of Natural History, and had been studying for several months among the Mongots, a friendly tribe. It is presumed that he was attacked in one of his journeys in less friendly territory. The New York *World* gives a brief sketch of Dr. Jones's life and of his prescience of danger We read:

Dr. Jones had Indian blood in his veins. He was born among the Sauk and Fox Indians in Oklahoma about thirty-four years ago. When a boy he was sent by the Government to the school at Hampton, Va. From there he was sent to Andover Academy, where he was graduated. He then entered Harvard, where he achieved honors. He was a member of the Hasty Pudding Club and was one of the editors of *The Harvard Crimson*. After graduating from Harvard he took a course at Columbia University and received the degree of doctor of philosophy. Throughout his college career Dr. Jones pursued the study of ethnology, and soon after leaving Columbia he was engaged by the Carnegie Institution at Washington in ethnological investigations.

"Only yesterday," said Professor Dorsey to-day, "I received a letter from him which indicated that trouble might be expected. He described a route that he had mapped out through a hostile territory. He had been living with a friendly tribe and had become a member of it. With a party of these friendly tribesmen he intended to leave immediately for a remote section of the country, to reach which it was necessary to pass through this hostile territory."

Dr. Jones is the second Chicagoan to meet violent death within a year while conducting scientific research in the Philippines. In June, 1908, Tilden R. W. Wakely, formerly an instructor at the University of Chicago, was murdered on the island of Negros, as was also his companion, S. D. Everett, of New York.

MISS TARBELL AND THE SIMPLE LIFE

MISS IDA TARBELL, historian of the Standard Oil Company and biographer of Napoleon and Lincoln, is a disciple of the simple life. A writer who has interviewed her at her country home in Connecticut writes an amusing account of Miss Tarbell's life in the hills and gives us many glimpses of her personality. Instead of "austerity" she discovered "ingenuous charm." She found her as simple in her tastes, as unpretentious in her manner as if she had but just emerged from the small Pennsylvania town where she was born. We quote from *Good Health* (April):

This farm home which Miss Tarbell seeks at the close of long summer days spent at the editorial desk is an hour and a quarter's ride by rail from great, teeming New York. It is nestled in among

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"No one who smokes
SURBRUG'S
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could ever attempt to describe its delights."

The Tobaccos are all aged. Age improves flavor; adds mildness; prevents biting. In the blending, seven different tobaccos are used. Surbrug's "Arcadia" is in a class by itself—nothing so rich in flavor—so exhilarating in quality. A mild stimulant.

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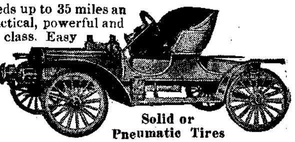

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densely wooded Connecticut hills and is six miles from the nearest railway station—quite far (but not far enough she asserts) from the "haunts of man." Over it she is as enthusiastic as a fond parent over her first child. And small wonder!

There are forty rolling acres, with fair meadows, babbling brook, wood lot, and orchard where giant apple-trees put forth their fragrant pink and white glory each May, wooing blue-birds and robins to be their tenants. In describing it to me, Miss Tarbell said: "It was just an ordinary little house, with a new room 'hung on' every time they needed one." But it does not look so nondescript as that. It is full of New England individuality. Giant oaks and elms shade the street in front, and inside the garden wall, which encloses it, there are quantities of old-fashioned flowers and shrubs—lilacs, peonies, monthly roses, hollyhocks, trumpet vines, clumps of spicy pinks and lilies. There are shady corners where ferns grow lovingly and pansies do their purple best, and beyond the house is the garden, where every summer morning before breakfast Miss Tarbell may be found, weeding, transplanting, hoeing, or gathering the vegetables and flowers that, she says, are always surprizing her by the obliging way they have of growing.

STORIES OF POE'S COLLEGE DAYS

Some valuable stories of Poe while he was a student at the University of Virginia have been gathered together from the traditions and student tales of the poet, long current at his old alma mater. James B. Lyon, who sketches these stories for *Uncle Remus's Magazine* (April), after describing Poe's room and standing at the university, says:

> An old gentleman living near the university until recently, used to tell that he could remember very vividly the charcoal decorations on Poe's walls, and even on the ceiling, where he had amused himself by trying to copy an interesting plate from an English edition of Byron's poems. Poe was very proud of his penmanship, and was fond of entertaining his friends at this time by showing them what a large number of words he could copy on a very small scrap of paper. One story, which still goes the rounds at the University, indicates that even at that time the originator of so many startling theories loved to spring a solemn hoax now and then. One day, so the story goes, a friend entered the room to find Poe writing busily, with both hands.
>
> "What are you doing, old man?" asked the friend.
>
> "What do you think I'm doing? Can't you see? I'm writing with both hands," answered Poe.
>
> "Both hands!" exclaimed the friend. "But how on earth can you make any progress in that way?"
>
> "Easy enough. It is a theory of mine that it is a waste of time not to be able to use both hands at the same time. Both hands and brain may be trained, with care and attention, so that each hand may do its full share of work—each hand being employed on a separate task. *It is not really an affair* of the hands at all, in the last analysis, but an affair of the intellect. I am training my hands and brain now so that I can do twice as much work as the ordinary person in a given period of time. At the present moment, I am writing a poem with my right hand, one that I confidently believe will startle the world. And with my left hand I am blocking out a wonderful story; a story which should capture thousands of readers.
>
> "It will only be a short time before I will be able to take my examinations in this manner, and dispose of two subjects simultaneously. It will save time, and will give hands and brain their full duty."
>
> There is a tradition to the effect that Poe was already busy planning and outlining and writing some of his stories while at the University of Virginia, and that he used to try the effect of his sketches on his particular friends among the students. Upon one particular occasion he had written a humorous story, the hero of which was named *Gaffy*. One of the circle, to which the ambitious young man was holding forth, ventured, by way of criticism, to suggest that the hero's name, *Gaffy*, occurred quite too many times in the story; and Poe, *in a fit of* anger at the criticism, tossed the tale into the fire. College boys are very quick at nick-

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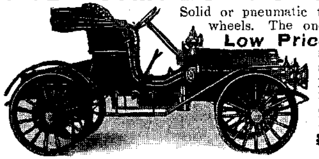

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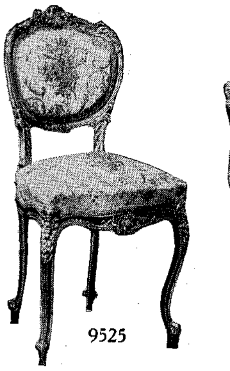
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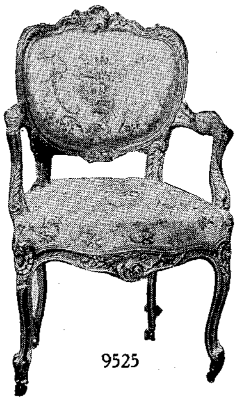
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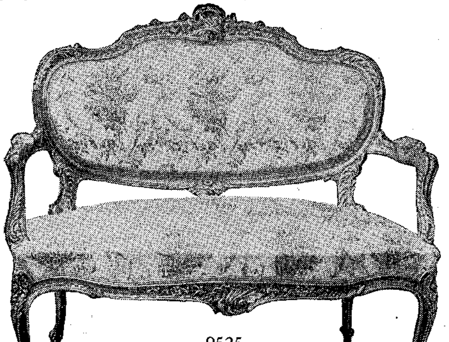
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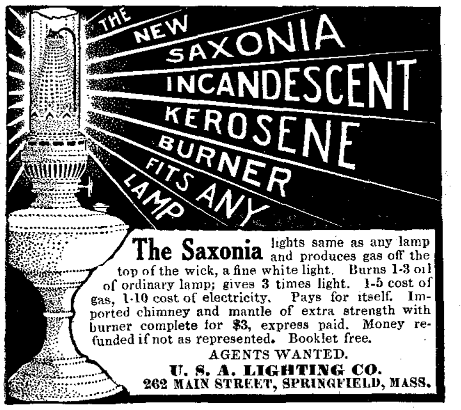
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naming a companion, and after that Poe was given the nickname of "Gaffy"; and he is said to have objected to it very strenuously.

It is exceedingly difficult to gain any definite knowledge of just how much writing Poe did while at the university, but it is very probable that he was doing a deal of planning and brooding, and without doubt he gathered many of his impressions from the country and the people about Charlottesville.

His clever, fantastic, mystical story of the man with two personalities, *Oldeb* or *Bedlo*, is set in the Ragged Mountains, near Charlottesville; and the descriptions of the scenery, which he utilizes in the tale, are very literal. He loved the solitude of the mountains, and was in the habit of taking long and lonely walks among them; and he was certainly the first adventurer in many secluded nooks in those highland fastnesses and pleasantly watered valleys.

Besides being a poet and story-writer, Poe was an athlete. His athletic achievements date back from June, 1825, before he entered the University of Virginia, when he swam, under a hot sun, from Ludham's Wharf to Warwick, a distance of six miles, against a strong tide. Edgar Poe's athletic accomplishments were not confined to swimming. In Richmond he enjoyed the reputation of being the best young boxer of the boys of his age, and his swiftness in running was greatly admired by his companions. In the running broad jump he would have won the honor of being a star, as he jumped twenty-one feet six inches, on a level, with a running start of only twenty yards.

Gaming, another form of sport that Poe indulged in, was very prevalent at the university during the first two or three sessions. A year before his death, Thomas Jefferson made an attempt to check the general card-playing. He and the board of visitors made arrangements with the civil authorities to drive the most noted young gamblers before the next grand jury.

Just as the morning roll was about to be called one day, the sheriff appeared within the doorway of one of the lecture-rooms ready to serve his writs on certain young men as they answered their names. But the young "pikers" were not so easily caught. The glimpse of the sheriff's shadow within the doorway, with his men, was enough to give them an inkling of what was coming. With Edgar Allan Poe as leader, they immediately "skipt" through the open windows. A hot pursuit followed. The young gamblers made their way over an unfrequented by-path, but well known to Poe, and over which he had often traveled, to the Ragged Mountains, where they successfully escaped. In the hasty flight some of the party had managed to snatch up a deck or so of cards with which to pass away the hours, as they realized that it would not be safe to return to the university for several days. Their place of retreat was a favorite haunt of Poe's. It was a pretty dell high up in the mountains, and well nigh unreachable, being far away from any path. For three days the runaway card-players remained hidden in the Ragged Mountains.

In reading about Edgar Allan Poe's room it is an interesting fact to know that when Poe first entered the University of Virginia he roomed on the lawn with Miles George, of Richmond. Poe and George had a difficulty early in the session. They were together but a short time when the difficulty, the cause of which is unknown, broke the harmonious intercourse. Retiring to a field near the university, they had a genuine old fist-fight. After one or two blows they agreed that they were satisfied, shook hands, and returned to the university as friends, but not as room-mates.

Immediately following this affair Poe left George on the lawn, and moved into No. 13 West Range, where he remained until he quit the university at the end of the session.

Sized Up.—"Yes," remarked the fat man on the rear platform, "I once refused to buy the site of Chicago for four clam shells and a quart of rum."

The tall passenger was silent.

"I could have bought the original telephone patents for eleven Mexican dollars and a brass watch," continued the fat man, "but I turned 'em down."

No response.

"You are not interested in my reminiscenses, friend?"

"I am not," answered the tall man, candidly. "I'm selling airship stock. You don't want any."
—*Washington Herald.*

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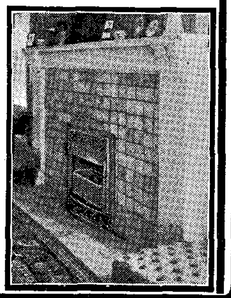

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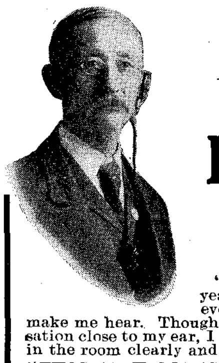

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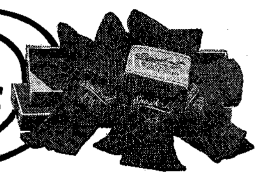

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SHEAR WIT

Elizabeth Again.—Local Elks are having a lot of fun with a member of their lodge, a Fifteenth-street jeweler, says the Denver *Post.* The other day his wife was in the jewelry store when the 'phone rang. She answered it.

"I want to speak to Mr. H—," said a woman's voice.

"Who is this?" demanded the jeweler's wife.

"Elizabeth."

"Well, Elizabeth, this is his wife. Now, madam, what do you want?"

"I want to speak to Mr. H—."

"You'll talk to me."

"Please let me speak to Mr. H—."

The jeweler's wife grew angry. "Look here, young lady," she said, "who are you that calls my husband and insists on talking to him?"

"I'm the telephone operator at Elizabeth," came the reply.

And now the Elks take turns calling the jeweler up and telling him its Elizabeth.

What Make?—STELLA—"There is to be a bridge across the Hudson."

BELLA—"Who is going?"—*Harper's Bazar.*

A Royalist Prayer.—A Royalist divine, during the Protectorate, was in the habit of delivering the following quibbling prayer: "O Lord, who hast put a sword into the hand of thy servant Oliver, put it into his heart also, to do according to thy word." He would drop his voice at the word "also," and, after a significant pause, repeat the concluding sentence in an undertone.—*Christian Register.*

Convinced.—"You are charged with larceny. Are you guilty, or not guilty?"

"Not guilty, judge. I thought I was, but I've been talkin' to my lawyer, an' he's convinced me that I ain't."—*Catholic News.*

Frail, But "Nervy."—JACK—"That young Simperly seems such a fragile fellow, I should hesitate to touch him, for fear he would break."

SAM—"He wouldn't hesitate about touching you if he was broke."—*Catholic News.*

What Helped.—"A case of love at first sight, eh?"

"No, second sight. The first time he saw her he didn't know she was an heiress."—*Boston Transcript.*

Just in Time.—"I suppose," said the casual acquaintance, the day after the wedding, "it was hard to lose your daughter."

"No," replied the bride's father. "It did seem as if it was going to be hard at one time, but she landed this fellow just as we were beginning to lose all hope."—*Pittsburg Observer.*

A Problem.—"Why are you so sad?" an acquaintance asked a young man whose aunt had just died. "You never appeared to care much for the poor old lady."

"I didn't," said the youth dolefully; "but I was the means of keeping her in a lunatic asylum during the last five years of her life. She has left me all her money, and now I've got to prove that she was of sound mind!"—*Pittsburg Observer.*

A Sample.—HE—"If I'd known how sarcastic you were I never should have married you."

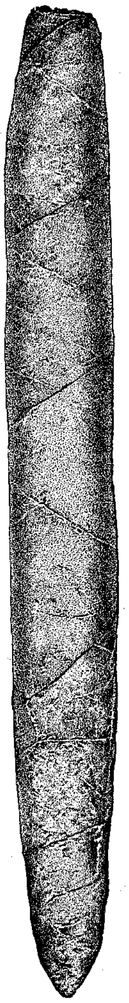
SHE—"You had a chance to notice it. Didn't I say, 'This is so sudden,' when you proposed to me after four years' courtship?"—*Boston Transcript.*

By Any Other Name.—A foreigner, watching a young kitten playing with its mother, asked of his friend, "Vat you ze cat call ven he is a little pup?"—*The Circle.*

A Copper Panic.—NURSEMAID—"I'm going to leave, mum."

MISTRESS—"Why, what's the matter? Don't you like the baby?"

NURSEMAID—"Yes'm, but he is that afraid of a policeman that I can't get near one."—*London Tatler.*



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He is apt to neglect important facts in his advertisements that are perfectly obvious to him but are not so clear to the advertisee.

These facts in regard to my business I want to make and keep absolutely clear.

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2d. I sell them to the smoker by the hundred at wholesale prices.

3d. My Panatela cigar is a straight hand made cigar. The filler—and all the filler—is long, clean, clear Havana tobacco. No shorts or cuttings, doctoring or flavoring. The wrapper is genuine Sumatra tobacco. It is the "ten cent goods" of the trade, and retailers are paying $55 to $60 for cigars no better.

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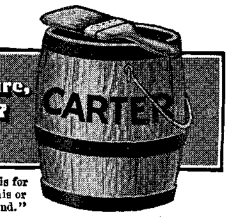

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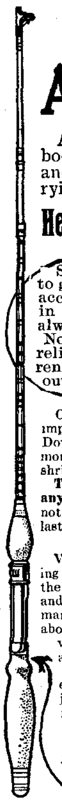

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The Red and the White Man.—Dr. Whipple, long bishop of Minnesota, was about to hold religious services at an Indian village in one of the Western States, and before going to the place of meeting asked the chief, who was his host, whether it was safe for him to leave his effects in the lodge. "Plenty safe," grunted the red man. "No white man in a hundred miles from here."—*The Argonaut.*

Parlor Diplomacy.—"You mustn't play with Mr. Gorum's hat, Bobby," said a young lady who was entertaining a caller, to her small brother.

"Why mustn't I?" asked the youngster.

"Because you might damage it," replied his sister, "and, besides, he will want it shortly."—*Pittsburg Observer.*

Diverse Tactics.—Both boys had been rude to their mother. She put them to bed earlier than usual, and then complained to their father about them. So he started up the stairway, and they heard him coming.

"Here comes papa," said Maurice; "I'm going to make believe I am asleep."

"I'm not," said Harry. "I'm going to get up and put something on."—*Canadian Courier.*

Willing To Take a Chance.—MOTHER—"And when he proposed, did you tell him to see me?"

DAUGHTER—"Yes, mama; and he said he'd seen you several times, but he wanted to marry me just the same."—*The Sphinx.*

What the Sandwich Was For.—A stately old professor was approached by a young student one day in one of the Western colleges. Trying hard to keep back a smile, the young man asked:

"Professor, you say you are an expert at solving riddles, don't you?"

"I claim that I am, my boy."

"Well, then, can you tell me why a man who has seen London on a foggy day and a man who has not seen London on a foggy day are like a ham sandwich?"

The professor studied for a long time, venturing several answers which proved to be wrong. Finally, at his wit's end, he said:

"I give it up."

"It's easy," said the other.

"Give it up," repeated the professor.

"Why," was the reply, "one has seen the mist and the other has missed the scene. Ha, ha! Catch on?"

"Of course I do, you lunatic! But what has the sandwich to do with it?"

After the youngster had recovered from a spell of laughter he chuckled:

"Oh, that's what you bite on."—*The Circle.*

Folly of Pessimism.—HE—"I suppose if I kissed you, you would never speak to me again."

SHE—"Why do you always look on the dark side of things?"—*Boston Transcript.*

Known By His Friends.—A forlorn-looking man was brought before a magistrate for drunkenness and disorderly conduct. When asked what he had to say for himself he gazed pensively at the judge, smoothed down a remnant of gray hair, and said:

"Your honor, 'Man's inhumanity to man makes countless thousands mourn.' I'm not as debased as Swift, as profligate as Byron, as dissipated as Poe, or as debauched as——"

"That will do," thundered the magistrate. "Thirty days! And, officer, take a list of those names and run 'em in. They're as bad a lot as he is."—*Savannah News.*

Sufficient.—HUSBAND—"You never kiss me except when you want some money."

WIFE—"Well, isn't that often enough?"—*Judge.*

Bribery.—DEFLATT—"Is it true that you once bribed an officer of the law?"

SUBURB—"You can call it a bribe if you want to. I gave a policeman $2 to induce our cook to stay."—*Chicago News.*

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CURRENT EVENTS

Foreign

March 26.—Professor Graeff, of Berlin, announces the discovery of the germ of trachoma.

March 27.—The Canadian Cabinet decides to ask Great Britain regarding the form which colonial aid should take before making the proposed offer to build one or two *Dreadnoughts*.

March 28.—The news that Russia had receded from her attitude on the Balkan question is received with disapproval by the St. Petersburg press.

Alarm is caused in Paris by a case of sleeping-sickness in the heart of the city.

The Bureau of Science at Manila announces the preparation of a leprosy vaccine.

March 29.—The Zeppelin air-ship reaches a height of six thousand feet.

March 30.—Servia accepts the proposals laid down by the Powers; she will accept the annexation of Bosnia-Herzegovina as not infringing her rights and will disband her reserves.

Japan refuses China's request to submit questions at issue in Manchuria to The Hague and refers to malign influences as having caused China to withdraw from direct negotiations.

March 31.—Austria accepts the Servian note, and all tension is regarded at an end.

The last American troops in Cuba leave Camp Columbia and board transports for the United States.

April 1.—The Russian Douma votes to increase the army budget by more than $21,000,000.

Domestic.

WASHINGTON

March 26.—President Taft orders the marines restored to the Navy under the same conditions which governed them prior to the Roosevelt order detaching them.

March 27.—The President appoints a budget committee of Cabinet members to supervise all estimates for Federal expenses.

March 31.—It is reported at Washington that the ambassadorship to Russia was offered to and declined by ex-Representative Morrell of Pennsylvania.

April 1.—President Taft nominates George H. Moses, of New Hampshire, to be minister to Greece and Montenegro.

GENERAL

March 28.—Five companies of Oklahoma militia march against a band of Creek Indians and negroes entrenched in the hills and led by Chief Crazy Snake.

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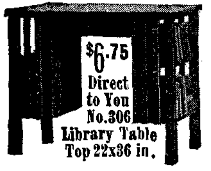

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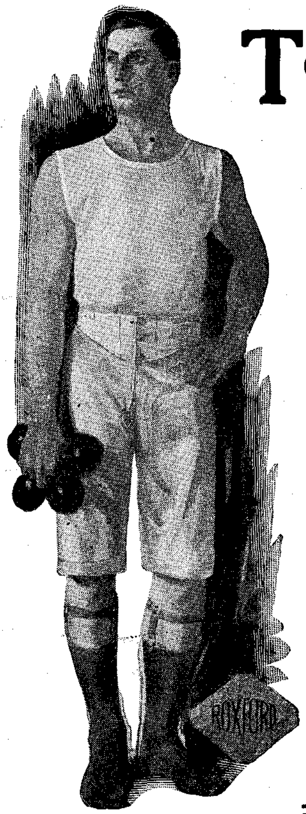

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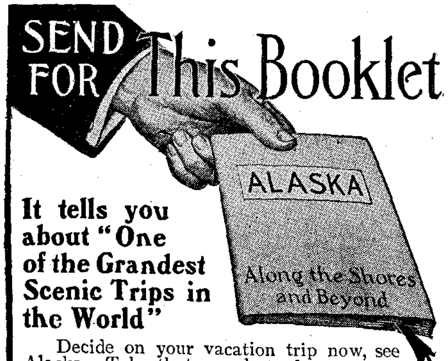

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THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the correct use of words, the Funk & Wagnalls Standard Dictionary is consulted as arbiter.

☞ *The Lexicographer does not answer anonymous communications.*

"S. A. S.," Paterson, N. J.—In the sentence cited, the proper punctuation is as follows: "In my judgment, the boy or girl who can write correctly the following sentences from dictation, simple as they are, shows a better knowledge of grammar than any one who can recite a book from beginning to end and not be able to do this."

"C. C. H.," Pittsburg, Pa.—"Is this sentence correct, and good grammar, 'I *had rather* be right than be President'?"

Yes.

"D. B. O.," Dover, N. J.—"In the sentence 'Cromwell's rule *as protector* began in tne year 1653 and ended in 1658,' what is the grammatical use of 'as protector,' and is the word 'as' ever used as a preposition?"

"As" is generally an adverb or a conjunction. By a few authorities it is classed in some senses as a relative. Clark's "Practical Grammar," page 92, designates "as" in such sentences as a preposition, but this view has been almost universally rejected by modern grammarians. In the sentence you cite, however, the word, while it may be parsed as a conjunction, approaches a prepositional use (see definition 3 in THE STANDARD DICTIONARY for further elucidation).

"J. M. A.," Milan, Tenn.—"In the pronunciation of 'nominative' should the syllable '*na*' be given much stress?"

Pronounce it with the accent on the first syllable; there is no stress at all on the "*na*."

"G. B. M.," Piqua, O.—"Is it permissible for me to abbreviate the word 'South' by writing 'So.'?"

Yes.

"C. T. P.," Helena, Mont.—"Is it not correct to write that a ship is under *weigh?*"

"Weigh," referring to the motion of a ship, in the phrase "under weigh," is now regarded as a variant spelling of *way* (probably due to the influence of the phrase "to weigh anchor"), but still preferred by many of the best English and American writers, some of whom use it as if it were identical with "weigh" (the act of weighing), and referred properly and originally to weighing anchor.

"J. H. O.," Bethany, Neb.—"If one person expresses an opinion and another disagrees, is it ever allowable for the latter to say, 'I differ *with* you'?"

"With" may be correctly used in the sentence you cite.

"C. C. M.," Johnstown, N. Y.—(1) "Kindly explain the difference between 'met' and 'passed.' (2) Also is 'eatables' allowable, meaning food?"

(1) "Meet" (the present tense of "met") in the sense you no doubt intend means "To *come to*" (a person or thing moving toward the same point from an opposite or different direction); as to *meet* a stranger on the road. "Pass" (the present tense of "passed") means "To *go by*, over, around, beyond, or the like; as, to *pass* a milestone; to *pass* a stream." (2) The word "eatables" may be correctly used with this meaning.

"F. W.," Quitmare, Ga.—"Kindly tell what part of speech *till* is in the following sentence:

'O they listened, looked, and waited
Till their hope became despair.'"

"Till" as used in this sentence would be parsed by most grammarians as a conjunction, altho some authorities might prefer to treat it as a preposition preceding an omitted phrase that concludes with the true conjunction; as, *till* (the time when) death do us part.

"M. A. C.," Manchester, N. H.—The sentence you quote should read: "If anything should happen to make it necessary for you to surrender the rooms before your engagement *expires*, we shall be willing to release you from the engagement without," etc.

"H. S.," Conejo, Cal.—"What is the proper pronunciation of the word 'directoire' as applied to a gown?"

It is pronounced dee″rec″twahr′ (vowel in the first syllable as in "eel," in the second syllable as in "bet," in the third syllable as in "arm").

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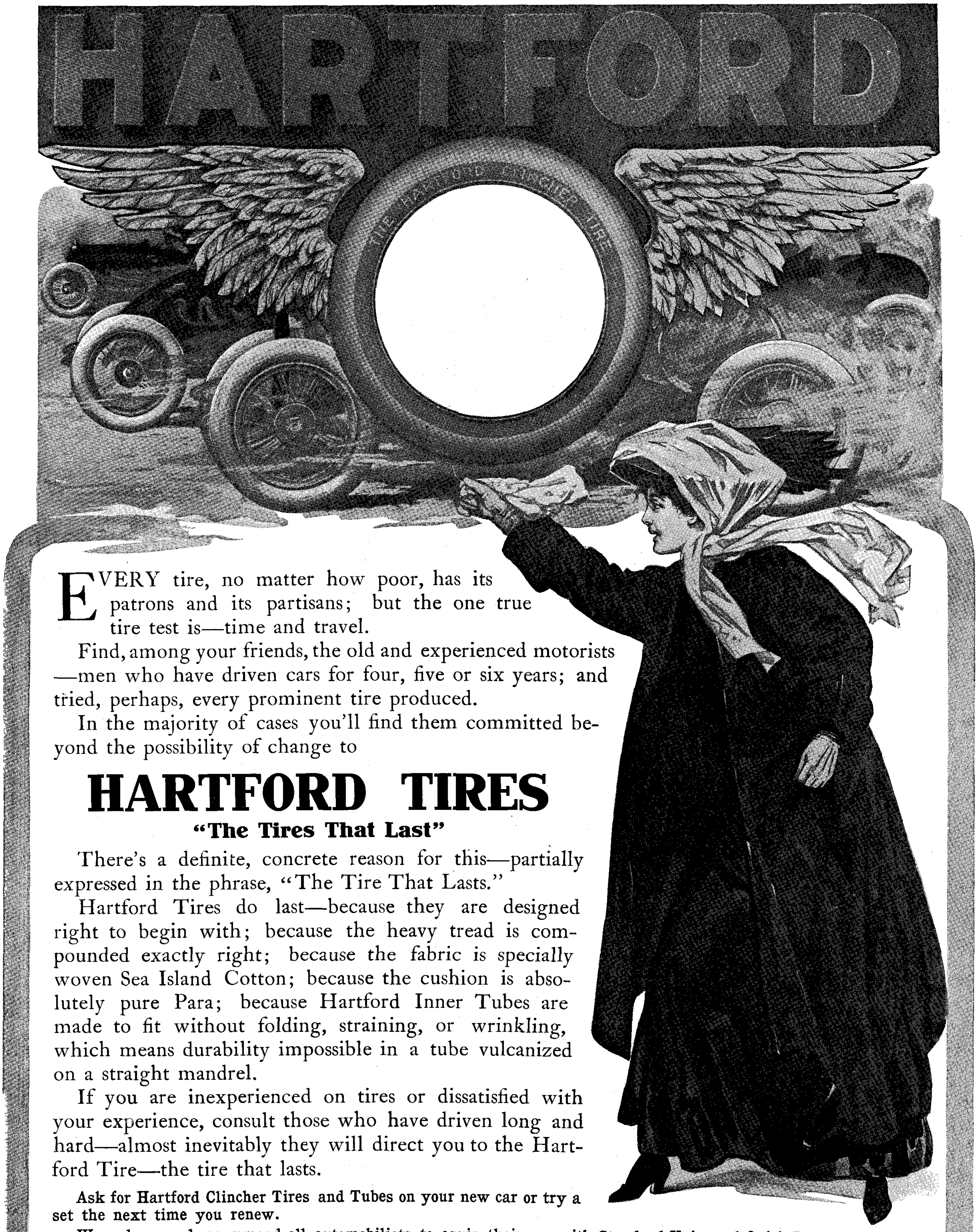

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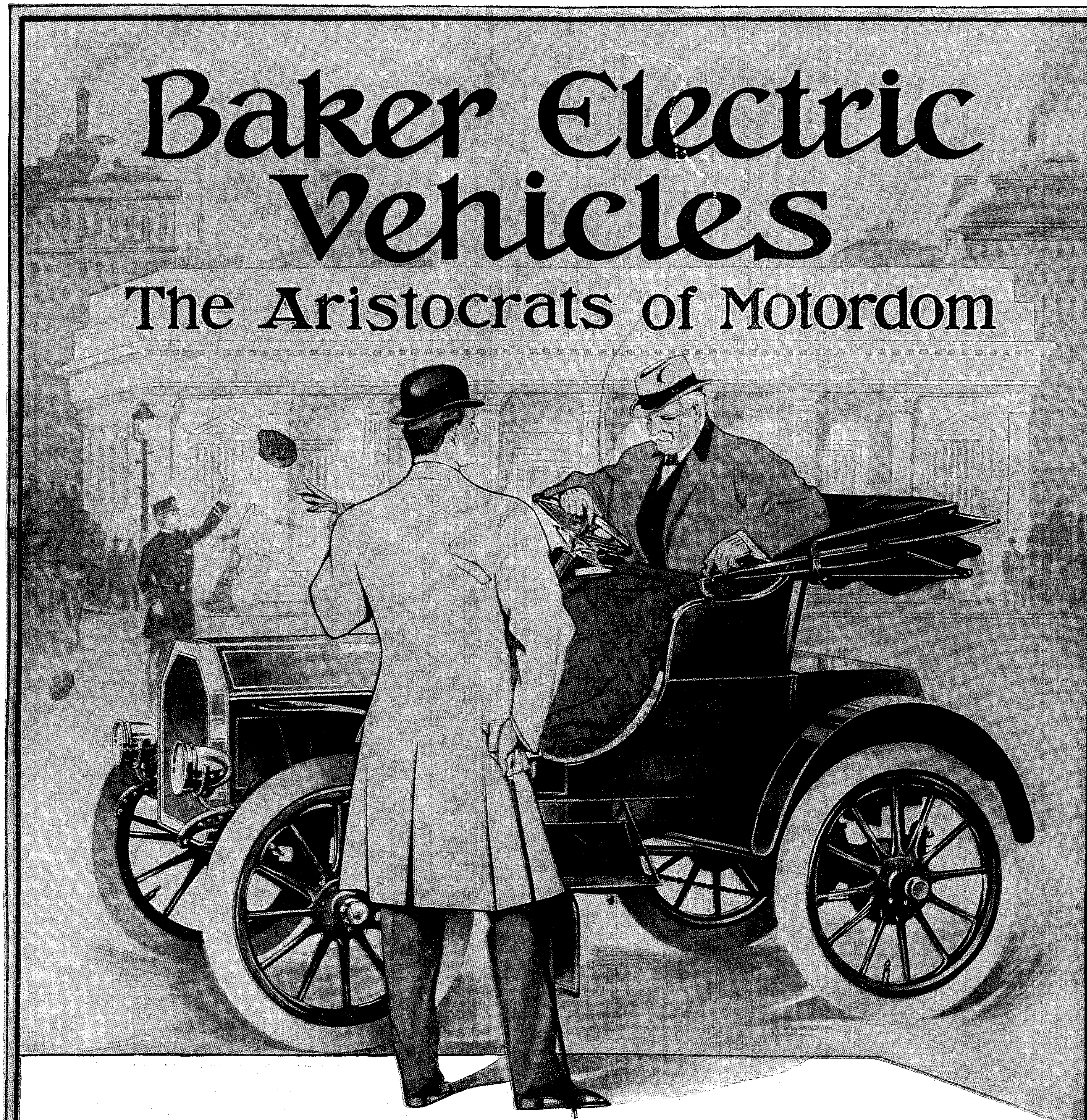
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